



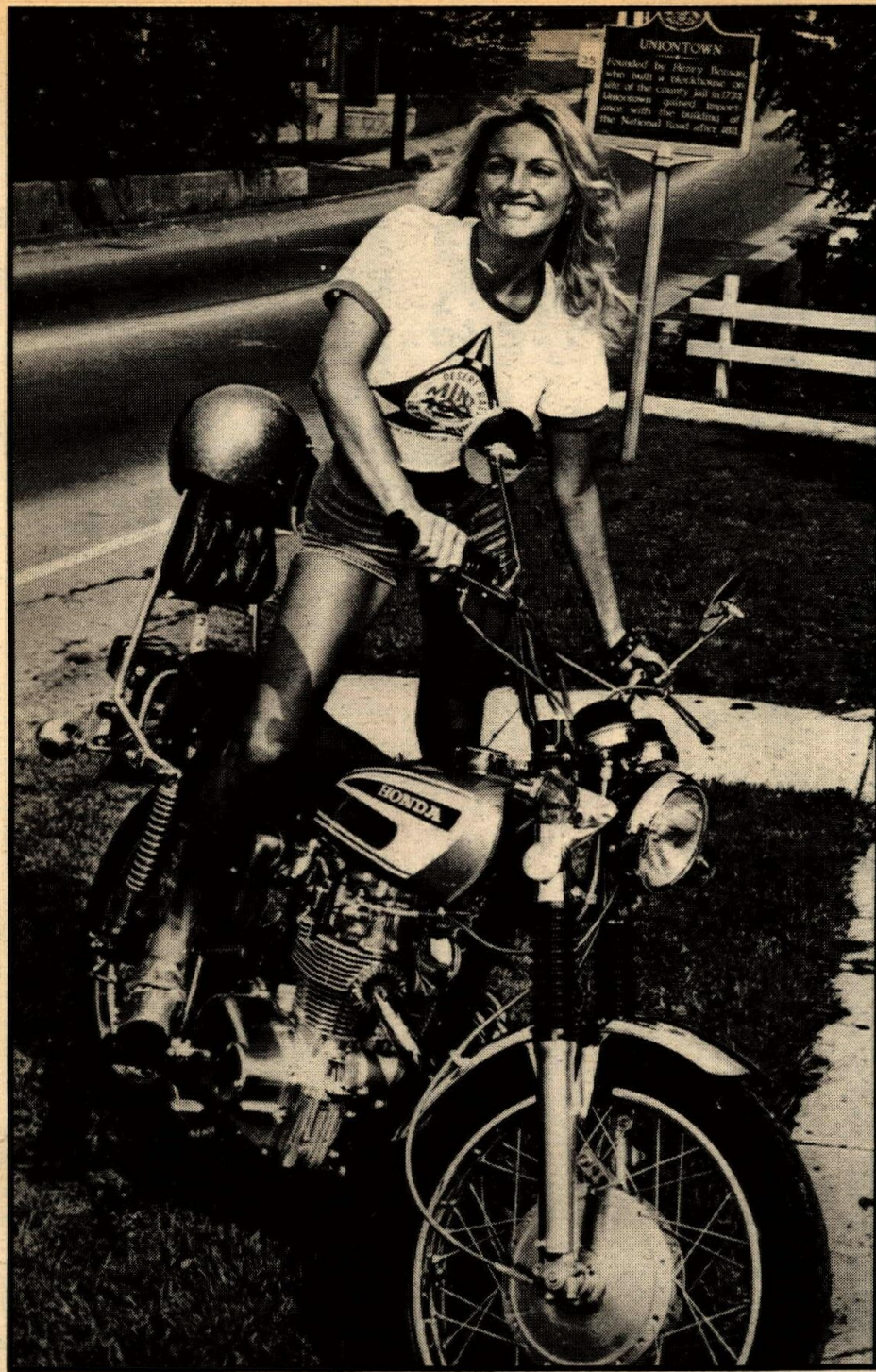
Montesa 250 Enduro/Two Days qualifier:
Masochists beware!
Sierra Club Enduro
Long-travel
fork conversion

CYCLE NEWS[®]

WEST

Volume XII : Number 4 : February 4, 1975 **50¢**





Sensuous Sherri Krizner, Uniontown, Pennsylvania, readies her equipment for the \$100,000 Mint 400 Desert Race, March 16-19, 1975. Sherri will lead a contingent of off-road racers from the eastern United States who will converge on Las Vegas for the Mint Hotel's rich desert classic. Entries for the racing car and motorcycle divisions will be accepted at Mint 400 Racing Headquarters, P.O. Box 2160, Las Vegas, Nevada 89101.

THE LATEST POOP BY PAPA WEALEY

Kenny Roberts took a painful fall on the hip while practicing at Saddleback Park recently. Kenny's short track Yamaha will sport laydown shocks at Houston's Astrodome.

Gary Scott will be riding a Trackmaster-framed, watercooled Harley-Dee twin at Houston. He bought the big Yamaha racing bus and will campaign around the country in it with brother Hank.

Gary and Kenny may both be running the new Lectron carburetors on their national racers.

Senators Cranston and Tunney of California have introduced a bill in the U.S. Congress that would create a 16-million acre "conservation area" in the Mojave Desert. Now do you see why you should have voted in the last election?

Most of the world's motorcycles come from countries that depend on Arab oil for 50% to 75% of their industrial needs. What motorcycle-producing nations are potentially immune from this stranglehold? England (if their North Sea oil strikes prove out) and the United States. That suggest something to you?

The Jackrabbits Motorcycle Club of southern Nevada and the Mint Hotel will put on the Mini-Mint motorcycle race March 15. It's for teams six to 15 years of age on under-100cc bikes. Check the Calendar for details.

A Sunday afternoon card of international speedway racing will follow the AMA Nationals at the Astrodome on February 2. There will also be an international meet at Costa Mesa fairgrounds in California on March 14. Americans versus Europeans, New Zealanders and all those crossed-up dudes.

Bart Markel, age 40, took out a new professional racing license for 1975.

Teddy Davidson of Tracy, California is up for the Stanislaus County "Athlete of the year" award. The 16-year-old Kawasaki Expert is a regular winner in Lodi Cycle Bowl motocross and the award has been won by Kenny Roberts and Joe Rudi in the past.

Carnegie Cycle Park (near Livermore, Calif.) has purchased an additional 960 acres of nearby rolling land, and have tentatively set a late-February Hare Scrambles date if permits can be shaken loose from the bureaucracy in time.

That projected Ron Grant/Laguna Seca road race is off for a few months at least. Hassles with weather, track prep, and the county are cited.

MYSTERY SOLVED! That Ducati engine displayed by Indian at the Anaheim trade show was one of 50 sold by Ducati to Tartarini (an Italian Paul Dunstall) who set up the bike for Indian. That's a no-no, according to Ducati management, and if Indian imports the machines to the U.S. for sale, they will turn off Tartarini's tap.

More Duck talk: The factory has pre-production models of 350cc and 500cc vertical twins ready for production go-ahead by mid-summer. Styling will be similar to the just-released 860 GT. Single overhead cam is chain-driven, electric start is optional. At the same time the firm's Vice President Dr. Calcolini said 1975 may be the last year for the classic singles, over the impassioned objections of Bob Greene.

Duck-lovers will have to be satisfied with the GT models this year. All the 750 Sports and Super Sports scheduled for 1975 production will have right-hand shift and will be barred from this country by Federal standards. By 1976, left-shift models will be available — earlier if somebody convinces the factory to retro-fit the existing machines.

Husqvarna will sponsor a high school MX conference in San Diego, California February 5 at Madison High School at 7:30 p.m. Interested riders, parents and teachers are invited. For more info, call (714) 744-2161 Tuesdays through Fridays.

Sounds like CMC has the formula to attract top pros tuning for the coming motocross national and international season: Two \$1500 purse races back-to-back, the second one scheduled for Saddleback this Sunday, February 2.

AMA'S new 1975 Competition Yearbook is "hot off the press," as they used to say. The 160-page document, with photos and bios of the top AMA racers, AMA series histories, 1975 racing schedules and much (as they say), much more is available for \$2 from the AMA Sales Department.

Anybody who wants to qualify for a ride on the American I.S.D.T. team at the Isle of Man October 13-18 must send a letter stating that intention by January 31 to Al Eames, c/o AMA, Box 141, Westerville, Ohio 43081.

According to AFM Los Angeles Chapter V.P. Rudy Galindo, AFM road races in the last half of 1975 will probably pay prize money to all classes. A six-hour AFM race in May at Ontario, California featuring the richest production purse in the country, will be the test of the idea.

Marysville got the honor of being the first locality to be granted California ORV registration (Green Sticky) money for a motorcycle land project. The State Parks Department allotted \$60,000 for the city's proposed 200-acre River Front Park. The Parks Department has approved grants totalling \$899,500 for nine ORV projects in California.

The filing deadline for Green Sticky grants to be included in the 1976-77 California state budget is July 31. An estimated one-million dollars will be available. "Cities and counties have a special responsibility for development of off-highway vehicle use areas close to residences of the vehicle users," says Parks Director William Penn Mott. Right-o, Willy!

That public land-use planning meeting for Eldorado National Forest will be February 12, 7:30 p.m. at Schnell School in Placerville, California. The Forest Service is in touch with D-36 Enduro Steward Frank Showers to find a motorcycle spokesman to serve on a citizen's working committee. If you want to ride that area, BE THERE to give our man some support.

California's tonsorial talent Larry Huffman has signed a contract with Yamaha to call the berm shots during Yamaha's Super Series of Motocross at Dallas, Daytona, and Houston. Or did we get that right? Maybe Yamaha's signed a contract on Larry Huffman...

CMC's first road race of the year, at OCIR February 9 will inaugurate a new class — Grand Prix for four-strokes only. Four dates are set for Willow Springs and two at Ontario.

Cycle News West's good neighbor and Maico, Husky, Bul, etc. dealer Guy Louis has been sick lately and his shop has been closed. Guy says he's feeling better now and will open up again shortly.

A new AMA program premieres at Ascot Park Friday night February 14 and continues weekly until the regular flat track season opens in April, then it will switch to Thursday night. It's three-class half-mile with no licensed Experts allowed to ride, but points will be paid to Novice and Junior licensed riders. Watch for details in Cycle News.

Yamaha's big bore TZ is now a 750 instead of a 700, and reports indicate that the new models are faster out of the crate than last year's factory "trick" 700s. "That kind of news I don't need to hear," said Gene Romero as he related the story. "Can you imagine a Mexican going that fast?"

Kel Carruthers is sorting out a monoshock TZ 750 which Ken Roberts may ride at Daytona.

We counted more Ferrari Dinos (3) in the parking lot at the Anaheim motorcycle trade show than motorcycles.

Triumph's punched-out 360 singles will campaign the short track in Trackmaster frames, not Rickman, as less well-informed sources had it.

David Aldana will ride Suzuki on the pavement, Harley dirt trackers, and Mike Gerald's 1974 short tracker this year. Dave's new leathers are black with a white skeleton sewn on front.

British papers report that Harley-Davidson is preparing to assault the world of international motocross with a version of the SX-250. Sylvain Geboers visited the H-D/Aermacchi works to talk contracts, but "his financial demands somewhat overwhelmed the Harley chiefs." Cheeky!

Heckuva story about bicycle motocross in Sports Illustrated's January 6 issue.

The British papers call Gary Scott a "near certain" starter in the Dutch TT at Assen on a Harley/Aermacchi twin.

Sammy Miller's reported to be a bit piqued that Honda rushed his "early" TL250 into production. That may mean there's a "late prototype or two kicking around. Don't be surprised if you see one or more of them in this country tuning up in ATA trials for the coming AMA Nationals. Super Sam himself might show up at the U.S. "World" round at Rhode Island.

The British film "Tribute to Saarinen" won the French-sponsored Oscar Cordon Rouge award for best international motorcycle sport flick of 1974.



LET'S WENT

By John Ulrich

When Gene Romero recently received his YZ-powered short tracker from Yamaha International, he didn't just set it aside waiting for Houston. Instead, Burrito eliminated pounds of weight by removing unnecessary frame brackets, cutting holes in the rear engine mount assembly, using aircraft nuts and bolts, replacing the original footpegs with specials which have become a Romero trademark, and discarding the front number plate bracket in favor of trick aircraft mounts.

Hours of design and work went into the improvement of the rear brake system alone, with relocation of the lever pivot point and reshaping of the lever itself for better feel and shorter throw, replacement of a heavy steel hynes joint with an aluminum aircraft unit, elimination of a bizarre master cylinder vent system, and the use of braided steel line routed along the brake hub stay.

Such refinements are evident on every bike Gene builds or maintains himself, much to the amazement of factory race departments. If everyone else's Yamaha has rear number plates affixed using bolts, lockwashers and nuts, Romero's will have the bolt-on operation simplified with nuts welded to the frame where otherwise they would have to be hand held during installation.

He doesn't have to do it that way, and is quick to point out that many riders just race their bikes the way they get them. "But it might make the difference between making a lot of money or not making it," explains Gene. He is, above all, a businessman.

Kel Carruthers built Romero's motor, which reads 45 rear-wheel horsepower on the Yamaha dyno and feels "like a jet" to Gene. All that remains to be dialed-in is suspension, and Tim Witham is already working on that.

Romero just took delivery on a new Dodge van to haul around his trackers this season, and pointing to it, told a reporter "Next year this is gonna have a big number one on the side!"

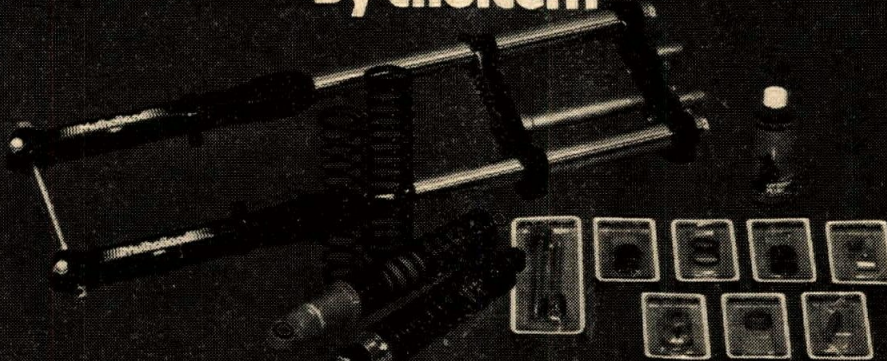


JOHN ULRICH

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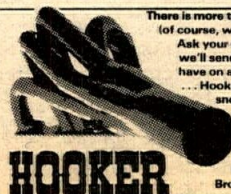
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ON THE FRONT PAGE: Maicos in repose by Dennis Cox in living color. Montesa Enduro in action by John Huetter in functional Tri-X.

CYCLE NEWS

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VOICES OF THE WEST

Notes of thanks

On behalf of my father Russ Derrick and myself ... to Pilot Deputy Scott Brimmer and Sgt. Jim Hicks of San Bernardino Sheriffs Dept. for the flight out and assistance ... also to Don Frey and family ... when my dad got off and was hurt pretty bad at the Barstow-to-Vegas ...

STEVE DERRICK
Whittier, Calif.

... I dislocated my hip 10 miles out during this year's Check Chase... "Thank you" to all the people who stopped and offered water to me ... most of all to Rescue Three. Believe me, those guys deserve praise for the job they do.

TOM VAN BEVEREN
No. Hollywood, Calif.

To Jim's Casino and SRA who put on the West Wendover, Nevada "100." Two riding buddies of ours were injured seriously. If it weren't for the fine emergency facilities you provided, their injuries could have been more grave ...

DOUG HARRISON 92N
BILL KEMP 221N
Reno, Nev.

We would like to thank Rescue Three, San Gabriel Valley MC, and the young man who stopped and flagged the riders around my husband off the Barstow-to-Vegas starting line when he fell and broke his hip ...

TERRY & BETTY TALLEY
SBVMC

I would like to thank Viewfinders for helping my nine year old son at the SoCal Hare & Hound ... He wandered off and ended up in a wet soda lake. They found him and pulled his bike out ... We would still have been looking for him at dark ...

JACK DIXON FAMILY
Garden Grove, Calif.

Sex discrimination

In regard to your classified ad looking for a filing clerk: please note the use of the word "girl." I am sure this ad was based on the Law of Horny Journalists, nevertheless, I protest. What about the Law of Equal Treatment to Burnt-Out-Squids? (L.E.T.-B.O.S.). My sponsor has taken back his Allstate Rabbit and I need a place to hang my knobbies. How about an equal chance?

HAZ DUNLAPS
Cannabis, Calif.

Thrust and counter-thrust

It's not often that I take the time to reply to ridiculous statements by letter writers. However, Ruth, Robin, et al from West Covina apparently representing the "Rovers" did not tell it like it is January 21, Cycle News.

So, hopefully without arousing

additional wrath let's cover the same ground again. First of all the party who contacted me asking me to move my pit area was extremely rude on approach. On demand I moved my pit area and apologized for taking up space apparently reserved for their use. Additionally I apologized again the next morning — what else is there to say — except some individuals fail to recognize apology when offered.

LARRY JAKOB
OCMC

What happened to the Dinosaur?

Dirt Diggers, where are you? Sure, I know Hopetown is primo and the Red Garter is the finest D-37 enduro, but only the Dinosaur Race brings back mellow, super fun racing.

Why only one each year? Why not one each month? February sounds like a nice time to bring back those days gone by ...

WILLIAM EGGE
Mona Gorilla MC
Lompoc, Calif.

Attention all thieves!

To person or persons who have a two-seater sidecar that disappeared from 720B East Willow on January 14, it's desperately needed by handicapped mother and family. (It's specially modified for them.) Please return or contact Earl Aldridge at above address, (213) 432-5959.

EARL ALDRIDGE
Long Beach, Calif.

Voice from the north

Sure would be nice if you would cover more of the events here in the Northwest. There's a lot happening here, and your paper centers mostly in California. It's a neat paper, it's just that there is a lot more happening then what goes on in California.

JOHN WILKEY
Milwaukie, Ore.

John, little did you know, you've just volunteered to become a Cycle News correspondent. It'll make you famous, if not rich ... Editor

Holey discbrakes, Batracer!

AFM adopts new rules every year — some good and some excellent. But there is one new rule that shows the stupidity of those concerned with rule changes: "No drilled discs."

I race an H-2 in Open Production, possibly finishing in the top three on points. I have \$600 invested, and the majority of that is in my double discs — both of which are drilled and chamfered. Needless to say, if the work is done properly the pucks will not just wear out immediately. Mine are two years old and in good condition.

Drilled discs are lighter and cool more efficiently — plus they work better. Can BMW be wrong? Isn't it fantastic?

MIKE SIMNING, AFM No. 513
Auburn, Calif.

Papa? Biased?

I have the impression ol' Papa Wealey is rather biased. Has he ever ridden a late model BSA 500MX? He might find it a more decent dirt bike ...

PAUL G. PETERSON
Gardena, Calif.

Lewd Cycle porn

Due to a new city ordinance which may be passed in Santa Ana (California), I'm left with great concern about other Cycle News enthusiasts. The new ordinance (if passed) will ban sidewalk news stands which solicit lewd and pornographic material. Being a subscriber, I'm in no present danger.

But what will happen to those who will no longer be able to purchase Cycle News via news stands? Will there be a black market for Cycle News?

Secondly, I was third runner-up in the caption contest, winning a 35¢ tour of Cycle News Establishment, providing I brought lunch. I'm out of liverwurst and onions, so could you save me the embarrassment and send me the 35¢ cash instead? (No stamps, please!) Thanks.

IVAN MARRUFFO
Santa Ana, Calif.

You guys are all safe from the porn angle ... this is a family rag. We're fresh out of thirty-five cent pieces at the moment, could you save us the embarrassment and accept a free posterbook instead? ... Editor

The way from San Jose

My thanks for continuing to reaffirm the importance of receiving Cycle News each week, this time by the article on Page 42 January 7th issue entitled "Happy Trails to You." Some time ago I answered a questionnaire for stuff like this by Rezek ... and thanks to you, Terry. I have forthwith written to the Forest Supervisor as you advised. And too, I have pondered my maps and tried to zero in on Kennedy Meadows, which I guess takes off from about Little Lakes on 395. But you didn't show me the way from San Jose. There is a District 36, you know. No sweat, I expect that fine gentleman in Porterville will answer pertinent questions.

You dudes are really keeping it right on, and this time next year, I will mail in my check for another two years. Ya got somethin' for everyone, man!

JACK VARGAS
San Jose, Calif.

Response to "Do something"

Yes, Laura, something is being done for the California off-roader wishing to keep public lands open. Join California Off-Road Vehicle Association (C.O.R.V.A.). It covers that motorhome you park out there, the mini-bike, the dune-buggy, the four-wheel drive, and yes, Cycle News readers, the motorcycle.

What do you get for your bucks? C.O.R.V.A. News, P.R. stuff like cards, patches, decals, but most important — the concentrated efforts of a few volunteers working in your behalf. For your part, we need your co-operation in responding to emergency "do it now" news letters, such as the one on the recent BLM call for definitions on roads and trails.

Sierra Club members are even welcome in C.O.R.V.A. After all, many of them are intelligent people who value all of creation, including the anthropoids.

BARRY BURLILE
Buena Park, Calif.
(714) 522-9116 or 523-7831

Another job for duct tape?

Here's a problem you might help my big busted or boobed friend with:

What can you do about them bouncing around over the bumps?

(NAME WITHHELD BY REQUEST)
Big Pine, Calif.

Papa Wealey volunteers to ride along behind and hold them for her. But seriously, folks ... any suggestions from the Women's Division? ... Editor

Local hotline



Fast-draw Warren Reid (93) leads off as other 125 Pros go any way but straight.

Smith vs. Jones vs. Weinert vs. Bell; four No. 1s in one race—who is best? Croft.

By John Bethea

CARLSBAD, CAL., JAN. 26

For the first time in American history — and probably the one and only time this season — the AMA National 125cc, 250cc and 500cc Champions of motocross faced off against the SoCal CMC No. 1 all in one class, in the first of two consecutive CMC \$1,500 pro events.

A dream confrontation, yes, but it dwindled early. First, Smith's factory Honda seized with less than two laps remaining in the first moto, while he was in second and closing. Then Weinert, in a one-shot deal on a 125cc monoshock Yamaha, came up with problems in the second moto and finished eighth overall. Jones, the Can-Am ace who admitted his 125cc machine lacked power, plunged away anyway and secured seventh OA. Then Bell. Two great starts were soon overcome by the newest Honda sensation, Tommy Croft, and the CMC Champ wound up second on points with two seconds.

"I just can't believe it," said Croft after the finale. "I've waited so long to be on a full factory team and now I am. They do so much." Complimenting what they — the mechanics — did, Croft did the rest. Not only a 125cc Pro clean sweep, but also a 250cc double against, again, Smith and Jones.

Fontana's Rocket, Rex Staten (Mai) became the first rider ever to traverse the Carlsbad GP circuit (the one used in 1973) in under 1:40. He clicked off an incredible 1:39.1 in the first lap of his final 500cc event against Weinert, in the process punching 2.4 seconds off the record set by the Best European in time trials in 1973 at the World Championship.

That second moto start was by far the greatest ever at Carlsbad. Although Staten crushed the record, he and Weinert traded the lead four times in less than three-quarters of a lap! But, by its end, Staten held the lead by three seconds. From then on he averaged between 1:41 and 1:42 per lap for the remainder of the 12-lap event. And Weinert was only 11 seconds back at the checked!

Warren Reid, only eight months a pro, got two incredible starts and led each 125cc Pro go off the line. But, Croft was up there, too, and he quickly pounced upon his lesser experienced foe to take the lead. Smith was his closest competitor until he seized on the 11th lap of the first go, which gave Bell, who was an early second, the runnerup spot again. Bell again finished second in the

... Then things boiled down to this Croft/Bell duel.



PHOTOS BY BETHEA & SCOTT BELL

final for the No. 2 place bucks and Reid, clinging to a fifth and fourth finish, registered third overall.

Round Two of the CMC's big doubleheader is this Sunday at Saddleback Park.

Results in Results Section.

IRWINDALE, CAL., JAN. 24

Mike Bell appears to have found his old winning style again as he picked off the 125cc Pro class for the second week in a row at Irwindale Raceway. Bell won the first two motos tonight then didn't sweat at all when Ray Lopez (CHI) copped the third. Mike just hung close in second for the easy overall. Chuck Lune (Hon) was the clear second rider overall with two seconds and a third. And despite his final race victory, Lopez achieved only a third place on points.

Jeff Vidic, Maico-mounted once again, won the first 250 but then crushed a gearbox in the second. It was then that Will Harper (CZ) took the initiative and eked out a one-point triumph over Hal Strauss (Mai), six-seven. The margin came in the second event when Harper won.

For the first time this year, Rex Staten (Mai) finally broke into the winner's column in a night race, by taking all three motos from a determined group headed overall by Jeff Jennings (CZ) and Joe Johnston (Mai), two of the youngest CMC pros around. Jim West, last week's victor, had trouble in the third moto and it cost him second and third position overall, dropping him to fourth.

Results in Results Section.

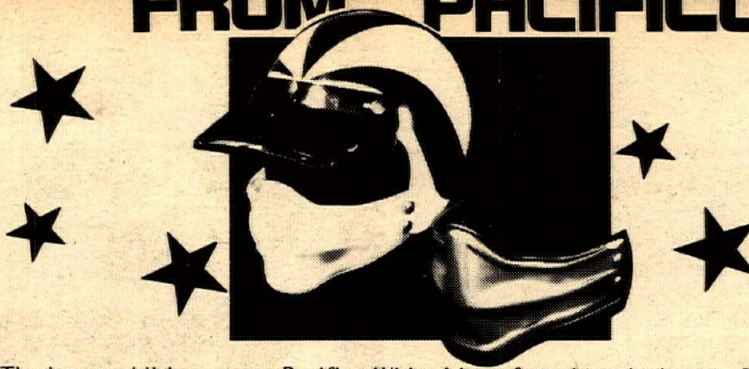
Local yokel beats National stars

By Phil Carpenter

ADELANTO, CAL., JAN. 19

I watched a little lady local-yokel as the Open Expert half-mile heats came roaring by in lap one. Her eyes got big as pistons and she

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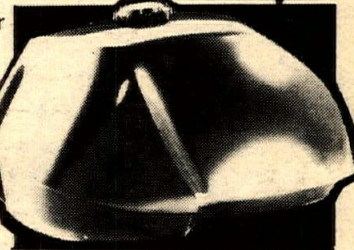
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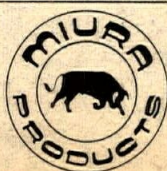
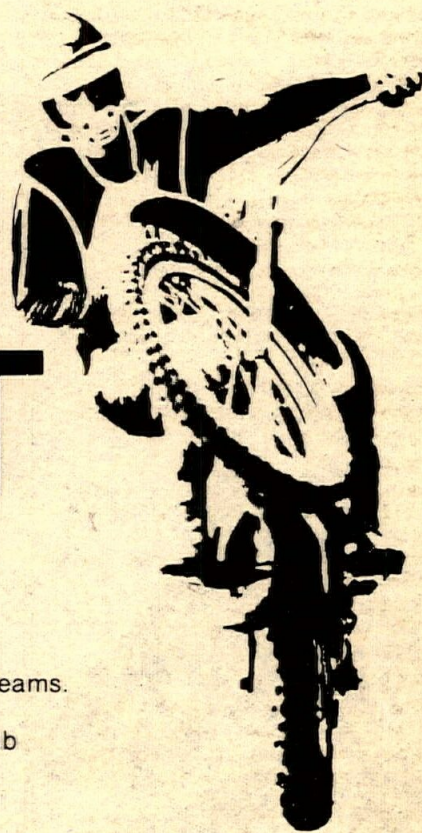
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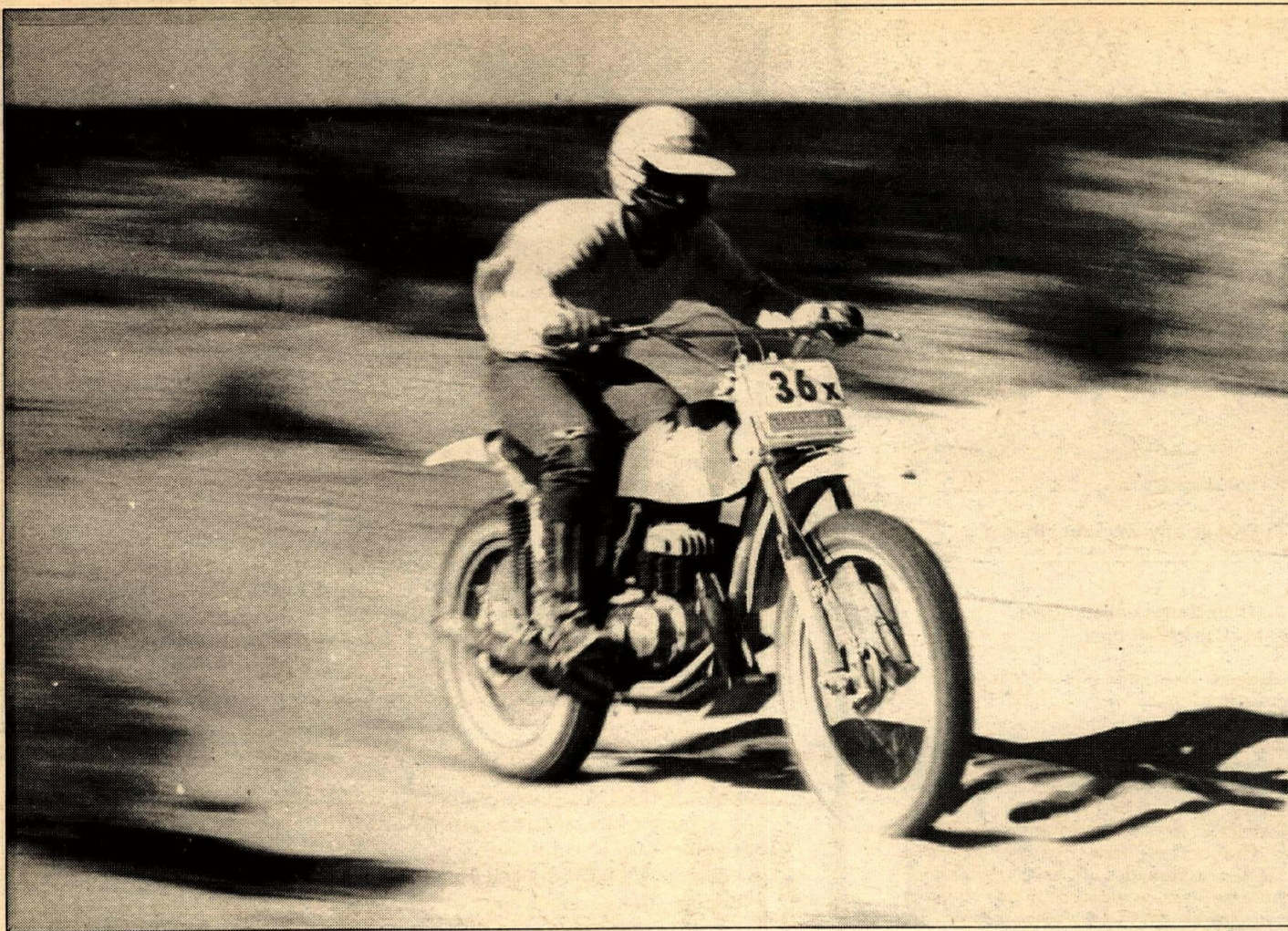
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It was windy in Adelanto, so you really had to hustle to stay ahead of your own dust. Second 250 Novice Michael Smiley demonstrates.

gaped, "My word, and they gotta make a left turn down yonder!" "Yes, mam, most of them do," replied the first-aid attendant.

National No. 63 Expert Bobby Saunders chased HRA No. 1 Mike Laney around the half-mile both mounted on new 750 Yamahas, while National No. 64 Buddy Robinson drove his Triumph in hard for third. In Big Bore action on the TT, it was Expert Ron Powell putting his Triumph in the winner's circle ahead of Laney, Saunders and Earl Roloff which is natural since he holds the TT track record. In the 500 Expert half-mile Taft's Shawn Leipold put an end to the winning streak of San Diego's Pro/Amateur Earl Roloff.

Results in Results Section.

Jack Jarrett: Thumper rules!



NATE JACKSON

DRA hare scrams

By Dale Brown

ADELANTO, CAL., JAN. 26
Benny Padilla led the race from the smokebomb to the checkered flag, winning Overall ahead of

Kevin Hasten and Jim Fishback. Padilla, on a Takahashi-sponsored 250 Yamaha monoshöcker, had a 200-yard lead over Fishback (400 Yam) at the bomb. Hasten (400 CZ) went past in third, passing Fishback about two miles past the bomb. From then on the order went unchanged, the top three riders circulating about a minute apart. Padilla slid out when the course jumped off a fireroad coming out of the pits, but he lost little time.

Passing the bomb on the second loop, Hasten came up with two flat tires, ending his chance at catching the speeding Padilla. Fishback had trouble with fouled spark plugs but no problem finishing third, for Bill Conroy (400 Hus) was several minutes behind him. It was Fishback's first DRA finish in three tries.

Fourth-place Conroy didn't get a good start and moved past many riders on the first loop to come through in fifth, behind Don Rotundo (400 Hus), whom he passed on the second loop.

Jim Irby took his new 400 monoshock Yamaha on its first race and moved from 10th on the first loop to fifth at the finish, for fourth Open Expert.

Rotundo was in for sixth, netting first Amateur. Dennis Greene was dicing with Wayne Cook (250 Hon) for fourth early in the race, until Cook seized. Blown fork seals made the front end harsh, not the best thing for the choppy course and Greene dropped to seventh, second 250 Expert on a Yamaha loaned from Fairway Yamaha.

Morgan Malocco (500 Yam) was running sixth for awhile until he crashed in a sandwash. Running a chain from a Harley 74 helped solve the chain problems that have been plaguing him recently. He was running a spare cylinder today, with a little over-done porting. Would you believe a 500 Yamaha that doesn't come on the pipe until 8,000 RPM? He ended up eighth. Motocrosser Dale Anders ran a 360 Bultaco out of his dad's (Al Anders) shop and took first Novice finishing ninth. It was his third desert race.

Eric Spaeth has been consistent this year. Today was the second time in a row that he finished first small-bore, at

10th Overall. Amateurs Red Sanders (400 Hus) and Dennis Tipton (250 Bul) rounded out the first biker's dozen.

Louise White and Leslie Klug had a pretty good battle for first girl. Leslie was ahead on her new 250 monoshöcker, but transmission problems on the second loop forced her to wave goodbye to Louise (250 Hus).

Allen Meek (15 Hon) and James Adams (250 Yam) had a good battle all the way around for first Beginner. Meek won, but not by much.

The 29-mile course was very choppy all the way around, but the Experts just ignored the bumps and made good time. A few Beginners were seen with pumped and swollen forearms, however.

The same loop will be the first loop of "Hasten's Honeymoon Hare and Hound," to be run next Sunday.

Burpo told Cycle News that the DRA Baker-to-Vegas race has been cancelled. Burpo said that if he had pressed, he could have gotten the BLM permit for the race, but the consensus opinion was that holding the race would hamper BLM's chances of winning the suit filed against it by the environmentalist groups over Barstow to Vegas.

Results in Results Section.

Flu bug snuffs rider turnout at Ponderosa M.O.R.E. Benefit

By Lane Campbell

LANCASTER, CAL., JAN. 26

"Well, my buddy was going to come, but he's in bed with the flu." Lynn and Patty Kelsay of the Mojave Desert Racing Association must have heard that from nearly every rider and three-wheeler who showed up for their low-pressure team race with proceeds to benefit M.O.R.E. Actually, though the money is going to protect motorcyclists' rights, it was the three-wheelers who brought the biggest

turnout: 32 out of the 56 teams plus one mini that entered.

The course was an eight mile loop with a sandy first half that avoided the worst of the dug-in whoops, then mostly fast roads. Lynn says, "We set it up mostly for the Saturday and Sunday rider." There were one-and-a-half hour timed races for three separate classes. Expert winners Jerry Nielsen/Gary Battaglia (Yam) covered seven laps for the time period, the leading Beginners covered six, and the fastest three-wheelers covered five. The one mini ran with the beginners, Ron Myhre of Tustin who finished, riding solo on an XR75 Honda.

The Kelsays were philosophical about the small profit generated for M.O.R.E. "We wish the other promoters would have accepted our earlier suggestion. As long as they're donating a dollar per rider to the BLM, they ought to at least donate a dollar to M.O.R.E. to make it even." Why didn't we think of that? •

Results in Results Section.

Payne, Harper & Zahrt do it in the Dunes

By John Grout

VALENCIA, CAL., JAN. 19

Bill Payne, Will Harper and Kenny Zahrt collected the big bucks in their respective Pro racing divisions during CRC's motocross at Indian Dunes. And they all did it by the sensational grand slam route.

Payne had the roughest way to go, while sliding a big-bore Maico against a fast field of Opens. Billy was stoutly pushed in all three of the seven-lap heat events. In the first moto Payne salvaged a half-length win over Open Expert champion Dave Haugh (Bul). Ron Haase (Bul), riding for the Revell works of Sun Valley, was next in line to take a crack at Payne during the second moto, and stoked up a heap of pressure against the eventual winner. Next up came Joe Root aboard his Analube Bullet, who grabbed a lead over Payne in the third moto, only to watch it dwindle away right at the final wire.

Among those finishing close to Harper, whose Revell CZ completely dominated all three races for the 250 Expert class, were Dave Zahrt (Bul), Steve Roark (Bul) and a rapidly-improving Mike Lacy (Kaw).

Mike McAtee escaped injury when his bike went end-for-end on the front-chute jump while holding the lead in the final moto of the 125 Experts.

Completing an outstanding day for the racing Viens family, sister Lori was victorious against Powder Puffers, while younger sister Sherry took home her first trophy in twelve starts against Beginner minicyclists.

Results in Results Section.

Baker to Vegas off

By Charles Clayton

The Bureau of Land Management this week rejected DRA's plans to hold their annual spring Baker to Las Vegas Hare 'n' Hound race, citing "monitoring activities" along the old Barstow-to-Vegas HnH as the reason.

In its environmental impact statement on the Barstow-Vegas race, the BLM said it intended to keep an eye on portions of the trail "for one year" to study such things as the long range effect on plants and varmints, recovery rate, etc.

"They wrote us out," said one DRA spokesman, on hearing the news. "The ironic thing about it is, BLM made the San Gabriel club use our 1974 Baker to Vegas course instead of the way they wanted to go."

Sierra Club hosts 100-m



Top: First figure out what this guy is doing crossways on a 10-degree slope. Then figure out why the other guy ran into him. If either answer makes sense, it's wrong. Above: This is the enduro equalization system in practice. Take one trick \$2000 scooter, add 8 pounds of gas right over the front wheel and it acts just like a fine Nipponese lead-pipe twin. Don't add the gas and you have just about enough for a forty miles loop which only leaves you nine miles to walk.

At right: What was really needed was cold wet rain mixed with snow. It's just too nice for a proper enduro.

By Ron Schneiders

COALINGA, CAL., JAN. 26

No, it wasn't that famous band of octogenarian posie pickers and warbler watchers, but a genuine dyed-in-the-mud motorsickle club

what hosted the Sierra Enduro No. Three. So rivet your eyeballs to the page whilst we tell you all about it in glowing, livid color and outrageous cantankerous prose. (Ed. note: cantankerous, from the Latin *cantus firmus* meaning stiff container, generally of tin, and tank-ur-us, or U.S. tank; first use of word believed to be by an obscure tribe in Minnesota to describe primitive transportation device.)

In response to a growing clamor for less strenuous enduros, Sierra Enduros reluctantly eliminated their traditional first obstacle, the hidden campground, and so if you managed to find your way to the western outskirts of Coalinga, it

was simply a matter of following the lime to the camp nestled high in the Diablo Mountains. What a change from the glorious days of yesteryear when one could reduce a sturdy new van to a quivering mass of junk just searching for the campground's devilish hiding spot. The sorry but predictable consequence of this lack of moral fiber was that 384 riders found the camp and thus were able to ride the following day.

In an effort to recoup some of their lost prestige, the club set the starting time at a capricious 8:30 and then decreed that 8:30 Sierra time could be translated to approximately 8:48 U.S. time. As might be expected, this play

didn't really confuse anyone, and the club was thus forced to start everyone. Manfully hiding their embarrassment, they did so, six at a time, more or less.

The enduro to this point had been ridiculously easy, and even the weather was uncooperative. Although it was almost cold enough for an enduro it was much too dry. There wasn't even a drop of fine cold vintage rain, let alone the snow everyone desired and the sun warmly mocked the efforts of those who would mount a fitting challenge to God and the mountain. Thus it was expected that club would resort to the world's oldest enduro gambit, "the unfindable route." This they did, and with some cleverness too, even enlisting the aid of some strange perverted habitués of mountains in their efforts.

The plan was simplicity itself. Two types of cardboard arrows were used, Correct Direction arrows (symbolized by an arrow) and the Incorrect Direction arrow symbolized by "W" which is actually a truncated abbreviation for the German *Weinen Wegweiser*, or weeping guidepost, with obvious symbolism.

The Incorrect Direction arrows were all placed so as to be easily seen, but were of course on the wrong trails. The Correct Direction arrows were all very cleverly hidden, and in fact it was not until this writer dismounted for the purpose of photographing falling bodies, that we even discovered the existence of the correct direction arrows. This of course is an old tried-and-true method of adding mirthful confusion and might



le enduro

and confuse some unwary riders, thus saving the club's name and reputation. The club awarded themselves a tossed check (number two) but a fighter from CERA North said in his country they would not even have been allowed a face-saving protest, let alone a tossed check.

Apart from this, everything went disgustingly smoothly. Even "Parachute ridge," the club's *piece de resistance* turned out to be a *Piece de cake* because it was dry and the riders were able to use their brakes. Some riders were even heard to be hollering such demonic phrases of delight as "Hot Dog!" and "Wheee!" as they got to the bottom still upright and going merely 50 mph or so, instead of landing in a confused heap as intended.

Since the club had really not expected anyone to easily follow their route they posted averages that were fairly reasonable, mostly 18 and 20 miles per hour, and most of their checks (five out of seven) were on the second half of the route, which few were expected to find at all. Alas, most riders not only found the route but were able to keep the schedules and complete the course with little loss of points. The club, disgusted with the whole affair, in a fit of pique computed the results on the spot and awarded the trophies. Any respectable club would have been able to delay awarding trophies by at least a month to give the riders a chance to forget the run completely before being told they had won anything, but by this time the Sierra Enduroers were resigned to the fact that the riders were going to have a good time regardless, and they didn't seem inclined to fight it any longer.

Results

OVERALL: Hershell Wright (Hon) 1.
OPEN "A": 1. Robert Anderson (1). 2. Cliff Glidden (3). 3. John Moore (4).
250 "A": 1. David Ow (3). 2. Fred Cameron (3). 3. Dennis Hollenbeck (4).
125 "A": John Arnold (3).
OPEN "B": 1. Ken Clayton (4). 2. Bob Horton (4). 3. Richard Mitchell (4).
250 "B": 1. Hershell Wright (1). 2. John Tam (2). 3. Don Cox (2).
125 "B": 1. Richard Arnold (3). 2. Allen Love (4). 3. Rob Sangilli (5).

AME MX Indian Dunes: Zahrt dominates 125 Pros

By Barney Drake

VALENCIA, CAL., JAN. 12

On the new International course at Indian Dunes Park, Ray Lopez (Penda), who has been invincible in the preceding weeks, met his match in factory Bultaco-mounted Ken Zahrt.

First moto action saw Ray Lopez stretch a respectable lead over the 125 Experts while the hard-charging Zahrt was held in the grip of back-of-the-pack hassles. Then Zahrt removed himself from the pack and set his sights on Lopez. Unfortunately for Lopez, his rear brake arm dislocated, causing him to lose the use of his rear brake. Thus handicapped, Lopez could not hold off Zahrt as he won the moto.

The second moto again saw Lopez nab the lead with Zahrt not far behind. Lopez tried, but the fierce Ken Zahrt just couldn't be stopped. Zahrt edged by on the drop-off and motored away for the win and overall cash.

Newly crowned 250 Expert champion Will Harper (CZ) proved his title by taking two unchallenged wins. Jan Kline (Hon), AME number one Powder Puff, dominated the girls by taking a Grand Slam victory.

500 Expert Ron Haase (Bul) put on an exciting show as he worked from back of the pack to win both motos and the overall cash. He was followed by smooth Jeff Wright (CZ) and Joe Root (Bul).

Results in Results Section.



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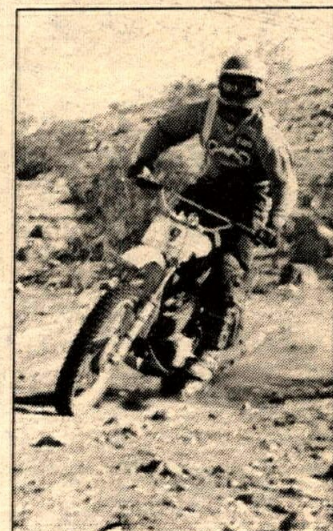
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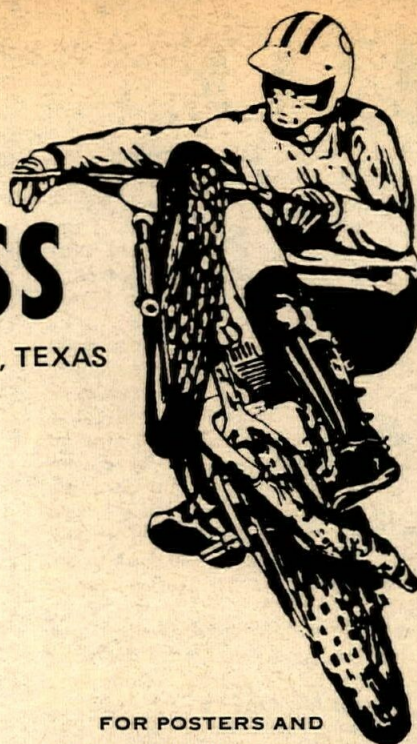
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Montesa 250 Enduro/Two Days qualifier.

Masochists will hate it

By John Huetter

Very slowly, the public is starting to pick up on the unglamorous intensity, unfathomable skill and amazingly rugged men and machinery involved in trial riding, what we 'Merkins call an enduro, except of course in a trial there's no penalty for being early. In fact, you'd better be early at the checks if you want time to wipe your nose during a day, or two days, or in six days. Aha, Six Days! ISDT is, as they say, what's happening now in the U.S.A. And, probably, what is going to continue to happen. It wouldn't be at all surprising to see that the many-pocketed nylon riding jacket and cleated sole boots become in 1975 what the rugby shirt and plastic mouthguard were in 1973: symbols of where motorcycle competition and, hence, the would-be competitors are really at. It is impossible to ignore the numbers of Penton/KTMs running around with lighting kits on them.

But to earn a gold medal in a Two-Day Qualifying Trial or a Six Days real thing, you cannot ride like you were in an enduro. The American qualifiers have been called by expert riders not given to exaggeration, "two day-long motocross." What it takes to ride an event like this is a motocross bike that will last through a two, or three, or six day race — with the lights still working at the finish — while not making much noise about it.

As you might expect, the European factories that make motorcycles make factory motorcycles for their works riders to ride in these trials. They are very refined, very quick, very precise-handling works bikes intended for maximum speed over terrible terrain including water, mud, rock, and threading between trees. They also should be reasonably quick on the street.

Unsurprisingly, there is also a whole set of enduro and trail riders who imagine that if only they could have some of that factory equipment, why, they'd show they were just as good as . . . etc., etc. Now, European factories would rather sell what they race both out of a sense of correctness and because it's easier to build one kind of motorcycle.

Jim Pomeroy always maintained that the Spanish didn't know how to de-tune a bike so you always received it pretty close to full race specs. At least, you only need one set of blueprints that way. And so, would-be Malcolm Smiths of the world, the European factories have gone away muttering, "If that's what they want . . ." and today you have access to the factory equipment for the most demanding man-machine motorcycle competition we know about: two to six days trial. ISDT works bikes are here.

It seems like KTM/Penton got to these shores with a 250 first. The crafty Austrians went through about three design changes before the American public caught on to what was happening. Husqvarna had limited quantities of their 250 WR and 400 WR so-called "enduros" available late last year. Enduro, hell, they're racers. This

'75... the year of the Bul.



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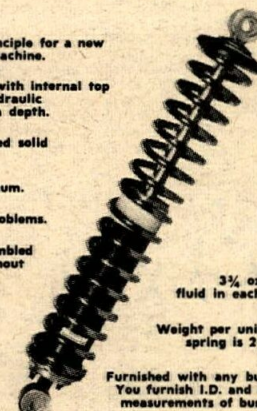
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**Dress for the crash,
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year, with absolutely no fanfare and only slightly more warning, Montesa introduces their counterpart which, with curious understatement, they call the "Enduro 250." Montesa? Yeah, Montesa. Those wonderful folks who brought you the quietly falling bombshell they dropped over a year ago in the form of the Cappa 250 VR motocross machine. The ripples from the VR, one of the very first authentic works replicas, are still spreading across the pond as everybody else hastened into the game with GP replicas of one sort or another and Yamaha released their YZ and monoshocks to stay in the game.

Everybody raced and was amazed that a stock motocross bike could be as good and as fast and all that the Montesa VR was. Those same people will, I hope, have learned that the Spanish factories seldom screw around when building competition bikes and that this new "Enduro 250" is perhaps

the most complete stock package in the "dirt motorcycle with lights" category yet offered. It is, with absolutely no qualification, a ready-to-ride works bike.

Funny thing about these works bikes for trial and enduro riding, as opposed to the works bikes for motocross and similar racing. They fall into the nearly opposite category. They are *more* reliable and present *less* hassle than many enduro riders have never experienced. They handle so much better as to raise that off-road sport to an entirely different dimension. And, in generally, they make trial, trail, and enduro riding more fun than it has been. These bikes are motocrossers with lights that have to keep running for quite a while with minimal maintenance and rider fatigue. As a group, the design intent has succeeded.

Montesa has succeeded so well with their mechanical response to this situation that it gets embarrassing to

write about. For one thing, their beguilingly simple name "Enduro" (Sigh. No more insects and animals.) is a misnomer. This machine is actually a dual-purpose bike. Its main area of application would seem to be U.S. Two-Day Qualifying Trials. You can ride it in an occasional enduro but most of them are really beneath the bike's capability. On the other hand, for those several thousand enduro and trail riders who would kind of like to have the capabilities of a works Six Days bike for their regulated-speed forays into the boondocks, perhaps this aspect of the Montesa's dual nature will prove most appealing. Nobody around here rode our test bike in a Qualifier or a Six Days Trial. It did finish a couple of enduros, however, quite easily. It is a machine that gives you every advantage. It takes a lot of the suffering out of riding reasonably rugged terrain rapidly. Masochists will hate the Montesa.

Any motorcycle has its little

problems and the Montesa "Enduro 250" has these springs that arrive from the old country on the Telesco rear dampers. They are too stiff for a rider of 175 lbs. or less. This has two discernible adverse effects. The ride is harsher than need be and the very fine Telescos are overworked and therefore cease damping effectively much sooner than they would with better matched springs. So much for the Montesa's problems. I told you it was embarrassing to write about it.

Derek Edgar, Montesa Motors' incredibly trial-wise and equally soft-spoken service manager, recognized the imperfection in boinger mating and prevailed upon Luis Garcia at Interpart to provide some Boge/Mulholland springs in 100 lb./in., 120 lb./in., and 90-120 progressive winds. They are about the only non-stock springs that fit the new Telescos. We agreed that the stock springs are somewhere in the 155-160 lb./in. range. Maybe you have put on a little weight, but still . . . The straight-wind springs and some virgin Telesco dampers made the rear wheel's six inches of travel much more compatible with the feel and distance of the front wheel as it moved up and down its seven and one-half inch plunge. (The front forks measure out to eight inches of travel but Montesa claims seven to seven and one-half. Their modesty is becoming).

Dampers will still wear out quicker in Montesa's cantilever shock mounting arrangement, but our experience with stock damping units leans heavily in favor of retaining the Telescos any time you have a bike that arrives with them. They seem to have done some homework on the demands of long(er) travel rear suspension.

So much for our abbreviated episode of suspension fiddling or any other kind of fiddling, for that matter. There's really nothing else the bike needs and all we would want for it as a personal bike is a rear view mirror (for enduros that require a semblance of street legality), a quarter-turn throttle, and a flap for the excellent white nylon front fender. After all, what is an ISDT or enduro bike without a fender flap? Flapless, right?

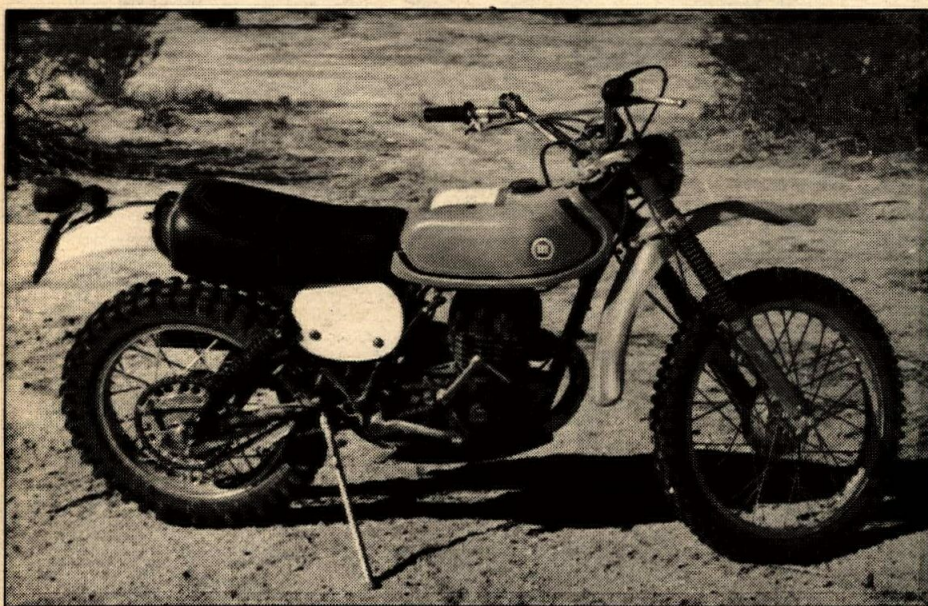
The first three days with the Montesa are hard to forget because it acquitted itself so impressively. Two hours after getting a walkaround tour of the machine from Derek, the Montesa was hurtling down some woodsy trails bordering a dry creekbed as I tried to keep this young expert motocrosser in sight. He knew the trails, I didn't and besides that he is at least 1.83 times faster and more stylish than I am. These four foot drop-offs kept suddenly disappearing out of the trail and the Montesa, tapped in fourth, would sail, hit, and continue. I could almost keep up.

The next day, with a mirror attached and armed with my loan agreement from Montesa and a good story ("Yes, officer, I see the stickie that says 'Off-highway use only' right there on the lovely red gas tank but this is a Six Days Replica and a lot of Six Days are run on streets and I'm testing it like this were a Six Days . . . No? Well, have you heard about this energy crisis? I'm getting fantastic mileage . . ."), I set off up the Pacific coast toward the windy two-lane blacktop we all know and love. Well, I didn't have to worry about the black and whites. It started raining so hard they wouldn't have noticed if I were on a unicycle. Torrential, soaking downpours are not anybody's thing, I think, but the Montesa didn't seem to mind. The Metzeler knobbies gripped nicely on the scabby back roads and leaning it over produced about the same tread contact, so all went well — for the bike. It was an endurance contest in which I tried to endure by keeping the speedo needle always at 60 km/hr. (about 37 mph) as if it were a schedule to be maintained.

We slicked down the wet pavement with the horn still working and the headlight making a surprisingly deep penetration into the rain. The high-low beam switch even made a difference. The Montesa went awfully well on the streets displaying the excess of handling that seems inbred of any European motocross frame in on-road use. It is



Motocross an enduro bike? They do things like that in Iowa, don't they? It also finishes enduros.



probably even legal to do all those things in many states where this bike will be sold.

The third day, the "Enduro 250" was run in a two-hour motocross. The course consisted of two parts water, two parts mud, and one part rocks. You remember, there had been this little rain the day before.

The Montesa once again got rave reviews. The stump-puller first and second gears were a match for the hub-deep mud and water crossings. The jump to fifth gear in the new wide-ratio gearbox was a bit long but if you shifted on the powerband, the engine would stay there and pull it. Actually, that motocross demonstrated as well as any enduro-ish riding how nice the gearbox and its internal ratios really are. Everything matches up quietly and it's impossible to remember a missed shift. Six Days Trials usually include a motocross special test or something similar, so the motocross was really entering in the spirit of the thing. Besides, the power output from the modified VR engine and the bump-eating suspension made it completely competitive — lights and all.

After hosing the mud off next day, the Montesa started on the second kick. The lights still worked. The horn gave out a feeble bleat, just like it did when new. We were impressed. Three days later, it finished its first enduro.

The Montesa "Enduro 250" didn't get to be able to do these things by accident. Jose-Maria Casanovas, a Montesa factory rider who won a Gold Medal in the U.S. ISDT, campaigned a slightly modified VR motocross machine in that event and subsequent European trials. From his inputs and the success of the concept, particularly since speed is now as important as enduring in so-called "endurance" races, stem this current product.

The "Enduro" (Somehow "Enduro" sounds exotic attached to a Spanish bike where as it doesn't on a Japanese or Swedish machine.) is built around the VR motocross frame. The rear

suspension is done by full cantilever Telescos that arrive with springs suited for 200-pound riders or, alternatively, very, very fast and abusive ones. Front suspension is admirably accomplished by so-called "eight-inch" Betors which have been further modified by Montesa to their own standards and provide seven and one-half inch of travel. Fork springs are the same as in the Montesa Cota 247 and the new V-75 Cappra. The European approach is to set-up the front end softer than the rear end. In the U.S., the opposite is more often done. The forks absorb terrain that would otherwise have you on your head. In fact, when springs appropriate to rider/machine weight are slipped over the Telescos, the suspension must be counted an overall success.

The powerful VR engine has been modified with a cylinder that features a single exhaust port and milder timing on the intake port. Transfers remain the same but the piston (still window-ported) is longer, which coupled with the other modifications, means a design for longer engine life and fewer parts to buy. The lower end is pure VR. It is obviously intended to last for a while. The powerplant seems built to take hard usage. The new cylinder is carbureted by an equally-new square bodied Amal 32mm mixer that looks, and performs, like a Mikuni. They admit it. Amal copied a Mikuni right down to the press-down choke lever and a heavy anodized slide that looks as much improved over the old chip-prone Amal slides as, uh, well, a Mikuni. The new Amal square body carb works superbly from the time the gas flows into the complex-low-speed metering passages (Gee, just like a Mi... aw, forget it.) until the main jet controls all somewhere near the top of fourth gear. Then it still works fine.

In its stock configuration, with a silenced, spark-stopping pipe, this little combo pumped out 23 HP at the rear wheel. We're impressed again. Particularly since all of it seems usable. There were subdued murmurings about

Specifications

Displacement	246.3cc
Bore x stroke	70mm x 64mm
Weight	240 lbs. wet w/half-tank of gas
Compression ratio	12:1
Horsepower (at rear wheel)	23 max @ 8000 RPM
Torque	15 ft.-lb. from 4000-8000 RPM
Wheelbase	55 in.
Ground clearance	9 in.
Footpeg height	12.5 in.
Seat height	34.5 in.
Handlebar width	34 in.
Forks	Betor/Montesa w/7.5" travel
Shock absorbers	Telesco, mounted for 6" travel
Carburetion	Amal 32mm square-body 2900 Series
Air filtration	Twin Air in still airbox
Tires/rims	F: 3.00x21 Pirelli MX on ridgeless Akront R: 4.50x18 Pirelli MX on ridgeless Akront
Instrumentation	Veglia-Bressel speedometer with .1 increment resettable odometer, horn, high-low beam switch
Ignition	Electronic Motoplat
Kill button	yes
Lighting	Front and rear w/brake light
Fuel (25:1 pre-mix) capacity	3.125 gal. (U.S.)
Gear ratios (1-N-2-3-4-5)	First: 2.6, second: 1.615, third: 1.117, fourth: 0.833, fifth: 0.681

another two-three HP from this new pipe that may appear on production models and be even quieter. Save yourself the mental concern. Twenty-three is enough in a powerband that extends from 2000 to 8000 RPM. The Montesa makes enough foot-pounds of torque to handle anything we can think of throughout most of that powerband, which is nearly 2000 RPM wider than that of most of the competition. And it really pulls from those low RPM. I know. I'm a bad enough enduro rider to lug the engine down to nothing on an uphill. But it still pulls.

At the other end of the RPM range, you will have no trouble racing most everything out there. You will find yourself racing with the newest Penton/KTMs, the Husqvarna WRs, and probably the new Bultaco Fronteras when they arrive in this country, and that's about it. These are machines currently in a class of their own and we keep returning to the premise that the Montesa is the best out-of-the-box example in the class. All these bikes derive from powerful, lightweight motocrossers tempered to Six Days standards in the crucible of competition. They all have elevator-like suspension to go way up and down over almost anything. They are all, simply, works replicas. It's just that the Montesa seems to have more goodies and all the goodies fit together to make a very satisfying whole. For a lot of riders, serious and not so serious, the Montesa will be easier and more fun to ride.

The details seem, without exception, "correct." Front and rear fenders are of truly unbreakable white nylon like we've been lusting after ever since we saw them on the factory motocross bikes last year. Akront ridgeless rims spoke up to the VR motocross hubs holding brakes that work with CZ-like power and feel. The headlight is rubber isolated from the fork tubes, has a little trials-like cage over it, and performs. The deep blood-red tank follows the contours of the VR styling but holds a little over three gallons (3.125, exactly) while pleasing the eye. It is adorned only with a black stripe around the lower edge, gold pin-striping, and a small Gothic "M."

We don't usually say anything about how a competition bike looks because the form had better follow function or the builder and the rider are both in serious trouble. We're going to say something about how the Montesa "Enduro" looks because everybody who saw it did. It is a visually impressive bike with form that will please both the utilitarian and the aesthete. It broadcasts its ability to perform like some women have a glowing patina of sexiness around them. You can't see much of the motorcycle when you're competing on it but the form then responds through other senses. Nobody didn't like its looks.

The seat looks like it's going to be too



OK, Jack Penton, en garde!
Spanish dirt machinery tends
to give you serious ambitions.

firm, but it isn't. It fits and remains comfortable on long rides. The taillight is mounted on the rubber license plate holder pinched from the observed trials bikes which the Spanish have nearly perfected. It is damped from vibration, shock, and very difficult to break. There is a fiberglass skidplate that weighs little, protects much, and bolts closely around the downpipe. We didn't know if it would be necessary with nine inches of ground clearance. But there are rocks bigger than nine inches across as a couple of desert enduros confirmed. There is a truly enormous Twin Air foam filter occupying most of a basically well-constructed still air box. Waterproofing is excellent everywhere. Serious trial riders may want to take a look at ways to improve it. Improvements are definitely of the "add duct tape just here" type, if not all necessary. It ran through a lot of water in its stock configuration. Access to everything we've messed with has been very good; very straightforward. Haven't tried replacing the crank yet, though. No need to.

The places where your hands and feet usually go (often called grips and pegs) satisfied just about everybody and downright pleased some. The shape and feel of the grips and handlebars achieve a happy compromise that will fit a lot of riders. Pegs fold, then spring back, and tend to keep your boot soles attached. What will they think of next? One thing Montesa thought of was a heavy duty chain tensioner that is a necessary part of any LTR suspension set-up (since your chain must be run with 1.5-2 inches of slack) but appears on very few in either stock or modified form.

The speedo is a rubber-mounted Veglia-Bressel that will be calibrated in miles/hour on your bike but induced some amusing mental gymnastics among test riders since it read to 180 in kilometers/hour. So did the resettable-by-tenths odometer which told you that 50-odd somethings had gone by on a 33-mile enduro loop. It's easy to remember that kilometers times .62 gives you miles, but what's the

reverse factor? Anyhow, it's something you won't have to worry about. There is a small tool kit canister with some basic tools that seems more a gesture than anything else. It is tucked completely out of the way inside the frame but not that handy to open, use and close. It was never needed on the trail.

A couple of detail items on the "Enduro 250" induced some puzzlement and head-scratching. There is a working compression release hooked up to the cylinder head and there are stout folding passenger pegs welded to the frame in a position that will accommodate your carry-along dwarf mechanic but hardly anybody else. An educated guess is that the compression release is for slowing the machine on downhills and rain-slick pavement or the cobblestone streets still common in Europe that get slicker than eelsnot when wet. It reduces speed enough to make a corner without having to touch the brakes but doesn't seem all that necessary. The folding footpegs? Maybe they saw a Japanese trailbike once but then realized that footpegs on the swingarm weren't the hot set-up. If you're going to campaign the bike seriously, 30 minutes with a hacksaw will lighten the Montesa by a couple of pounds... unless you want to keep the pegs for that portable midget.

The reason for going on about all these details is that the essential ones add up to a hell of a good ride on a motorcycle so sophisticated, yet simple and so refined, it proved stone reliable.

If you're not used to the general motorcycle configuration and handling engendered by lots of suspension travel at both ends, the ride takes some getting used to. Sloppy cornering doesn't make it. Nor does the frame/suspension package encourage sliding. You drive deeply into a corner, brake hard, point the front end in your desired direction of travel and use a lot of throttle coming out. Your body is a couple of inches further up in the air than on the previously "standard" suspension set-ups and at first it's noticeable. Adapting to the ride takes only a few hours, however. The design seems to be asking you to go very fast cross-country, using subtle body lean and the excellent steering characteristics to avoid obstacles the suspension can't eat up (which are few), and then square it off sharply before setting out in another straight-line direction. After an unplanned durability test, we regretfully report the Montesa also survives high-speed crashes in rocks virtually unscathed and restarts on the first kick. Which is better than most riders do. It does drink about as much fuel as most riders do, however. Barely 50 miles to a tankful.

Damage report: After three competition events, some rather spirited trailing, and about 60 miles on the street, the Montesa was leaking a little through the left fork seal, had some of the tank stripe rubbed off by leather knees (which may very well be an intended design feature allowing you to acquire that crusty veteran look as soon as possible) and the lights were dimmer but still functioned as per Two Day and Six Days requirements. It still started on the first or second kick. Maintenance consisted of replacing fork oil, lubing the swingarm bushings, changing clutch and gear oil (It wasn't called for but gave us something to do.) and cleaning and lubing the Joresa chain. It used the original spark plug the whole time.

The handling is as good as the VR (now V-75) motocross machine. The power is available in significant amounts over a startlingly broad RPM range. Reliability and execution as a two day trial/enduro machine are more than anybody expected: first class. You know what? It looks like Montesa has another winner. But don't complain if you have to wrench on the machine a little more than you're used to or if you have to buy dampers more often than you have been. You may be justified in complaining about the increased price of replacement parts but, remember, at least part of that increase is because the parts really are of higher quality or lower weight or made of a more exotic metal. America, you seem to be asking for a works bike. Montesa is giving one to you for about \$1560.

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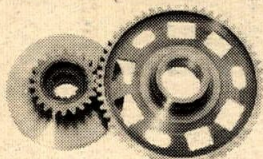
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When he's on form, Autrey is very good, even when tangling with the likes of World Finalist Ole Olsen.

International Speedway

America, still smarting under a series defeat last year, will meet a Rest of the World side in international speedway at the Houston

Astrodome. Four World Champions and the reigning European number one will be included in the Rest of the World side, skippered by four-times World Champion Ivan Mauger. This historic clash — slated for February 2nd — will also bring speedway one of its biggest television audiences as the whole meeting is being recorded by CBS and will be shown in Britain seven days later.

America will be led by reigning national champion Steve Bast with the reserve berth being left open until the last minute. Young Jeff Sexton, the shock runnerup in last year's National title-chase at Costa Mesa, is called up and the full American line-up will be: Steve Bast, Sonny Nutter, Mike Bast, Rick Woods, Bill Cody, Jeff Sexton and a seventh man.

Besides Mauger the Rest of the World squad boasts reigning World Speedway Champion Anders Michanek — a 32-year-old Swede from Stockholm making his American debut — four-times World Champion Barry Briggs and 1971 World Speedway Champion Ole Olsen from Denmark.

England's brightest prospect for future honours, 21-year-old European Champion Peter Collins is another States-side debut-maker and the party is made up of 1973 British Champion Ray Wilson and World Team Cup hero Terry Betts both of whom took part in last year's Astrodome meeting.

Last year the Rest of the World won the three-match series by two rounds to

one although America scored more points overall than their rivals.

Britons rate Scott Autrey

In America few fans realize how good Scott Autrey is. He's been sidelined from all but a couple of the America vs. Rest of the World meetings since forsaking the California summer for the wetter and less profitable climes of Britain's picturesque West Country. But what his bank manager has missed Autrey has gained in that priceless commodity... experience.

He's been riding in Australia and New Zealand with the World Champions troupe, having established himself as one of the world's top 20 riders after only two seasons' experience of league racing. Unlike Steve Bast before him, Rick Woods alongside him, and Steve Gresham since, he has stuck out the sometimes uncomfortable life in the British League.

Fortunately for Autrey he found lodgings with former English international Ken Middleditch and struck up such a harmonious relationship that he is now treated as one of the family.

Autrey proved his ability at the big 400 metre County Ground track and in his first season (1973) averaged six and one-half points a meeting in British League racing out of a 12 point maximum. On paper it may not read like a success story, but no other first term rider has done as well since the British League was launched in 1965.

His biggest disappointment of his debut year was being barred from the

1973 World Championship and it was this, more than anything else, that threw a question mark over his 1974 future. But after being given certain assurances, Autrey returned to Exeter, and gave American speedway its biggest European boost in the last two decades.

In league matches he was twice unbeaten (against Poole and Oxford) but more important scored double figures in 16 of his 32 league matches. In one golden spell he rattled together scores of 10, 12, 12, 11, 11, 11 and 8 as the Falcons raced to their first-ever Division One championship.

Nominated as America's World Championship representative, he shocked the experts by finishing among the qualifiers from the Anglo-American-Nordic Final for the penultimate state of the championship — the European Final at Wembley. There only nervousness and mechanical problems prevented the Bellflower, California law student from becoming America's first World Finalist since Ernie Roccio 23 years ago.

But perhaps Scott's greatest and least publicized achievement was at his home track Exeter where he won the season's top points scorer award. This competition was based on second half events only — similar to America's scratch mains — with points being scored for placings in heats and the final. Scott competed in 20 such rounds during the season and qualified for the final on 14 occasions — winning seven times to finish comfortably ahead of his nearest challenger — team skipper and four times World Champion Ivan Mauger!

So 1974 ended with Autrey picking up a League Champions medal, the Mercury Staging Post Trophy, a track record time at First Division Hull, a place in the European Final and a near nine point league average. No wonder promoter Mawdsley is still willing to gamble on Scott Autrey.

Peter Oakes

FREE WHEELING

How to survive a depression

Yeah, I said depression, not a recession. It may be a recession to the government, but when it's your area that's hit by 20,000 layoffs at a crack, it's a depression to you. I found this out the good ol' hard way in 1969, when the Cape Kennedy Space Center laid off half of their 46,000 people in the space of three months. To most of the country, the news was deep cuts in our "wasteful" space program. To the communities of East Central Florida, it was depression, spreading in widening, darkening ripples from the Cape. Houses and businesses with boarded windows, desperate people walking the streets, families that last year had been living high on borrowed money sitting, starving in the barren living rooms of their \$60,000 houses, wondering what they could sell next, afraid to stay, afraid to move. The only people who had any mobility were those who'd never had anything to begin with, the kids, the derelicts, the beach boys, the few wandering minstrels of hippiedom that strayed down to redneck-land.

In those hectic months I learned a lot about grassroots economics, and I learned that the motorcycle business responds in strange and fascinating ways to the economic cycle. It cost me my shirt and more besides, so I won't soon forget.

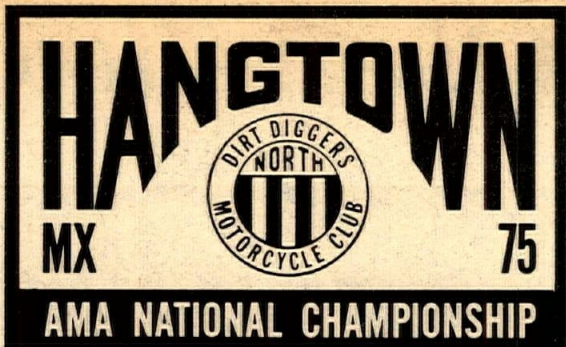
I had a nice little "Mom and Pop" cycle shop that specialized in dirt bikes and racing stuff, building a comfortable trade on the thousands of young, active engineers and aerospace workers with more money than good sense. When the first layoffs hit, my walk-in business dropped to near zero. It stayed that way until my shop dried up and blew away — the only traffic through the place was my friends and customers bidding tearful farewell to their old hangout before splitting to the four winds in search of jobs.

While I was dying on the vine, some of my friends and competitors in the trade were making out like bandits. The reason? They had tiddlers to sell, and they were selling them like prayer books on Judgement Day. They were selling them to heads of former two-and-three-car families who were dumping the excess cars and buying an 80cc to 125cc Japanese Whatzit go go hunt for a job on. The Honda, Yamaha, Suzuki, whatever dealers who'd had the savvy not to inventory up on bank-financed, high-ticket sports models and who could keep their distributors shipping them the tiddlers, they survived. They ate short rations for awhile, but five years later they were still there, fat and sassy and sponsoring competition riders rather than let the tax man take the profits.

I consider it a minor miracle that the motorcycle is so versatile: a sporting vehicle in fat times, rock-bottom transportation in hard times. By recognizing that fact, and keeping just a step ahead of the leading indicators, ours can be a depression-proof industry. What's more, it can be the rescue of thousands of bikers in economic distress.

Right now, when we import over a million Japanese bikes a year to this country, we export some 60,000 jobs to Japan. I can't fault the Japanese, as long as they can provide good motorcycles in the right volume at the right price — they've flat been doing it better. But it can't last. Their oil, steel, and primary metals situation is creeping toward

(Continued on page 17)



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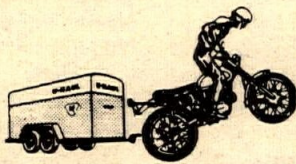
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The fast kid in the yellow leathers



Kenny Roberts relaxes with wife Pat and son Kenny Lee.

Race-by-race record in AMA for 1974

	Pos.
Houston, TX (Tourist Trophy)	2
Houston, TX (Short track)	5
Daytona Beach, FL (Road)	2
San Jose, CA (Mike Dirt)	1
Denver, CO (Half-mile Dirt) (Fell)	11
Atlanta, GA (Road)	1
Louisville, KY (Half-mile Dirt)	11
Loudon, N.H. (Road)	4
Columbus, OH (Half-mile Dirt)	2
San Jose, CA (Mile Dirt)	4
Castle Rock, WA (TT) (Fell)	14
Gardena, CA (TT)	2
Monterey, CA (Road)	1
Hinsdale, IL (Short track)	1
Peoria, IL (TT)	1
Indianapolis, IN (Mile Dirt)	19
(Blown head gasket)	
Talladega, AL (Road)	1
Syracuse, N.Y. (Mile Dirt)	4
Toledo, OH (Half-mile Dirt)	7
Terre Haute, IN (Half-mile Dirt)	2
Albany, CA (Mile Dirt)	3
Ontario, CA (Road)	2
Gardena, CA (Half-mile Dirt)	8

Overseas road racing

2nd at Imola, Italy; three 1sts, three 2nds in Match Race Series on three different tracks in England to win individual championship.

At age 23, Kenny Roberts is looking for his third consecutive AMA Grand National racing championship.

Veteran observers of AMA competition rate him as one of the most natural riders ever to come along... and his credentials back them up.

The Yamaha ace won six features on the rugged Grand National circuit last season, twice as many as he collected in the previous campaign, when he also sped to the title with ease. He scored points in each of the 23 races on the 1974 schedule and finished fifth or better on 17 occasions.

All of this carried him to another record point total. He amassed 2,286 points, 272 more than his all-time mark of 1973. His margin over runnerup Gary Scott in the final standings was a whopping 819 points.

During the banner season, he earned an estimated \$200,000. Roberts last season also became the second rider in history to attain the distinction of having scored victories in all five of the demanding types of racing encountered on the AMA Grand National circuit — mile, half-mile and short-track dirt oval varieties, along with TT-steplechase and road course competition.

The only other performer ever to accomplish that remarkable feat was veteran Dick Mann, who finally completed the "grand slam" when he was 37... and in his 16th season of racing.

In his spare time during 1974, Roberts also raced overseas to win even more acclaim. Among other honors, he collected the individual championship of the annual "Easter Match Race Series" by winning three races and finishing second three other times in a string of road races run at various courses in England which he had never seen before.

He also dazzled European cycling enthusiasts by sprinting to huge leads in meetings with the world's best riders at Imola, Italy, and Mallory Park, England, only to encounter trouble with experimental tires that relegated

him to second place in the former and to the sidelines in the latter.

Roberts' versatility is stressed by the range of victories he collected on the AMA circuit last season. He won on the mile dirt track at San Jose, California; the short-track at Hinsdale, Illinois; the TT at Peoria, Illinois; and road races at Atlanta, Georgia; Monterey, California; and Talladega, Alabama.

That boosted his number of career wins to 10 in just three seasons of campaigning in the Experts class. He finished fourth in the standings in his rookie season on the big circuit, after acquiring the national Novice and Junior crowns in consecutive years.

Roberts, a native of Modesto, California, recently moved his wife, Pat, and son, Kenny Lee, into a new home he purchased in Orange, California, near the Yamaha headquarters.

"Kenny's riding expertise contributes tremendously to what we're trying to do with our racing operation," says research and development manager Pete Schick. "We race to perfect our engines and components so that we can develop a better, more reliable motorcycle for public consumption."

"We prove or disprove methods and materials on the race track before they are incorporated into the finished line. Kenny particularly has been most instrumental in refining suspension units and in the development of better, safer tires."

There is little doubt that Roberts puts equipment to the supreme challenge in proving its worth. Maneuvers that would seem catastrophic to the average rider are commonplace experiences to his supple reflexes as he gathers up an errant cycle in the midst of a rutted dirt oval or bends into a sweeping road turn with a grace that rubs the kneepads of his leathers to a frazzled pulp.

Such tactics, all achieved with a delicate, high-speed style that makes it appear to be casual, have won Roberts wide recognition as one of the greatest, not only in America but in the world.

FREE WHEELING

(Continued from page 15)

disaster. The Italians make fine road-burners, but their economy's another disaster. Same for the British. The Germans are in trouble too.

So maybe it's time for many of those 60,000 jobs to come home. We've got people scattered about the country with the skill and technical knowledge to design the bikes and market them. Among America's estimated 10 million riders there ought to be 30,000 or so who would go about anywhere for a good, steady job building motorcycles. With the auto industry going rapidly on its head, the shortages in steel, aluminum, rubber, and plastics (which have so far confounded any attempt to get motorcycle production off the ground) should ease somewhat.

The time's getting ripe, but so are the risks. There's almost no point in starting any new project at the same time the government's talking of outlawing two-strokes and hanging catalytic converters on the surviving four-strokes. Right now it looks like the motorcycle industry, or at least its representatives, are going to fold up and accommodate rather than fight. If they really think they can sell to an economically distressed population motorcycles that are heavier, slower, thirstier and more expensive at the same time, they better take a hard look at what's happening to the auto industry this season.

Too bad that industry hasn't yet realized that maintaining their customers' freedom of choice is the key to corporate survival. People aren't so dumb they'll keep shelling out inflated currency for garbage-laden equipment. Given the will to throw the government off our backs and the foresight to keep the right product mix at the right time, there's no reason why bikers can't be relatively immune to the economic roller-coaster the government has engineered for us.

Lane Campbell

BLM, motorcyclists to discuss trespass damages

BAKERSFIELD, CAL., JAN. 22

A hearing scheduled to consider a motorcycle race trespass on national resource lands in eastern Kern County has been postponed indefinitely while a possible settlement of damages is discussed.

Louis A. Boll, Bakersfield District Manager for the U.S. Bureau of Land Management, said the hearing had been scheduled to discuss the trespass, settlement of damages and possible criminal citation for trespass by local authorities. He said the race sponsors and BLM had agreed instead to meet to negotiate an agreement on damages.

The incident occurred December 14-15, 1974, when the Last Chance Enduro in the Randsburg area under a BLM permit was run partially outside the approved area on to lands where vehicles are restricted to designated roads and trails. Some previously undisturbed lands were damaged by the estimated 400 motorcycles which took part in the event. The trespass was discovered by BLM desert rangers monitoring the race, and a trespass notice was issued at the site.

Leaders of the responsible club (CEA), the American Motorcycle Association, and BLM personnel will discuss the damage to lands and resources and attempt to agree on a settlement.

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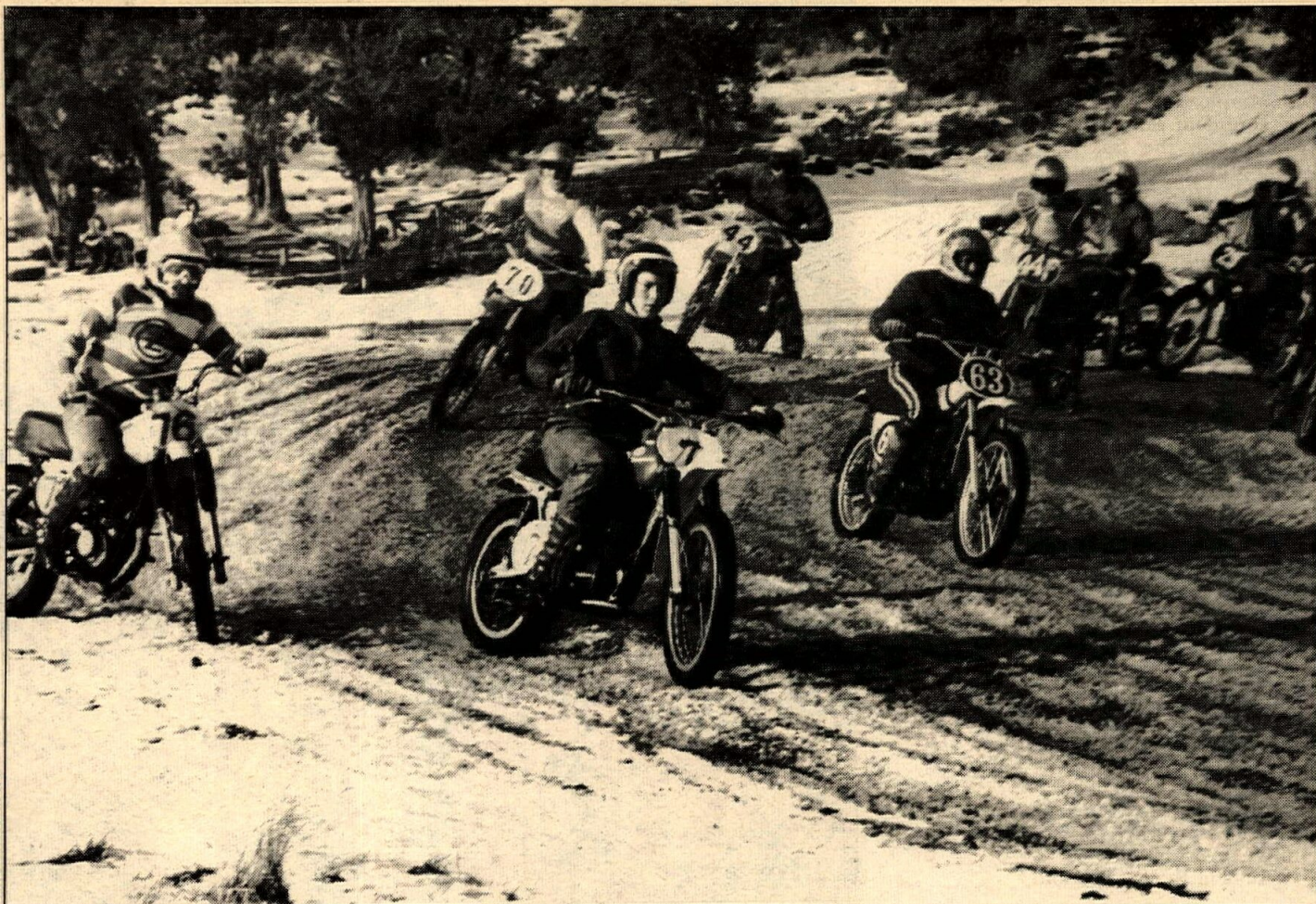
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Cycle News North



JAN NEWMAN

Yes, that white stuff is snow . . .

You don't have to be crazy, but . . .

By Jan Newman

BEND, ORE., JAN. 12

Who in their right mind would leave the normally mild valleys west of the Cascades in below freezing weather and drive 150 or so miles over slippery mountain passes to race motorcycles? Most of the people here today, that's who!

It was in the low 20's when the gates opened and the ice was about three inches thick on the puddles. They broke through the big holes with a tractor and did some major track alterations in the interest of safety. The entire upper section with all those trees was cut out. Also cut was the sweeper which looked like the Arctic Ocean after an ice breaker had been through. The new section through the infield required a sharp right at the bottom of a big jump and seemed almost as slick as the sweeper but a whole lot drier.

The weather warmed considerably with a Chinook-like wind but traction didn't improve much. The snow melted into pools in the infield and ran in rivers onto the track, but there was still ice just below a layer of mud. Ron Long compared the third moto to riding in chocolate pie. There was some danger in following a guy through a water hole because some of the stuff he threw back at you was chunks of ice as big as your fist.

Under the circumstances, nearly everyone went down at least once but there were some notable rides. Larry Ulrich (Hus) put together his riding and skating skills (he did one up-ended 50 feet slide down the straightaway) to take the Turkey win.

Ken Wheaton rode a Honda XR75 to round out a class for the 100s, finishing out in front of everyone in the first moto but yielding to Steve Tomasini (Suz) in the next two.

The 250 Junior/Intermediate and Open Junior classes were all mixed together — really mixed. The only way

. . . which quickly changed to mud. Sluurrrp!



JAN NEWMAN

to pick a leader was with a lap sheet because they all fell down. Dean Kirchem (Suz) and Jeff Scoville (Bul) battled for the 250 Junior brass. In the second moto they fought their way, side by side, to the front of the pack and then both overshot the new cut-off. Kirchem won out.

Ron Long (Mai) took a cool first in the Open Juniors — really cool. He got the hole shot in the second moto and aimed for the middle of the first water hole. Part way through he got one of the many cold dips of the day.

All the Experts rode together, too. Montey Mitchell (Mai) spent most of his time out front on his way to the Open win. Barney Newman (Mon) got up to dice with him in the second moto accompanied by the gnashing sound of piston and rings being digested. (It failed to start for the third race.) Steve Williams on a 125 was right behind Montey all day until his Suzuki went shiftless in the third race. He still took top 125 money.

Results in Results Section.

Winter Series MX: "Dieu does his thing . . . keeps crowd gasping"

By Kinsella & Doody

SEARS POINT RACEWAY, CAL.
JANUARY 12

Yamaha rider John Dieu provided the spectators with some of the most exciting racing seen during the Winter Series so far. He exploded from the wire on the first moto, took a good healthy lead and then fell twice in the third lap to find himself in fifth place. Dan Roberts (Bul) of Palo Alto then skillfully moved into first. Now Dieu began to ride full throttle over the grassy surfaced course, passing all but Roberts by such spectacular riding that the spectators ran from one

side of the infield to the other in order to see every move he made. But Robert's determined skill kept him just a few feet behind at the finish.

Later, in the second Open moto, Dieu cautiously held back in the pack until the traffic had thinned and then burst around the others to again take position behind the leader who this time was a young rider from Petaluma named Don Murphy (Yam). By some very fast, very confident riding Murphy kept Dieu behind until the last lap when Dieu passed him on the home stretch and powered across the finish to take the first place trophy and the accolades of an excited audience.

Most of the motos provided enough stimulation to keep the onlookers interested throughout the day. The Novices provided some very unique riding styles at a place on the course where the riders leaped over the crest of the hill looking like jumping frogs at Angel's Camp. The more experienced people put on a show for the crowd and the Novices tried to follow their act but more than a few fell back in reverse half-gainers or came to the ground in spectacular crashes and general chaos. Everyone went away happy, except for one rider who left on a stretcher with his leg bound up in boards.

Dick Mann planned and laid out the course and all 400 who rode seemed to be very pleased with the set up. There was plenty of black-top parking space close to the course which is something that can't be said for most events. Medical aid people were everywhere and the flag-people did their jobs competently. All in all it's a worthwhile way to spend a day either as a rider or as a spectator. The Winter Series will continue to April.

Results in Results Section.

Santa Rosa opens Indoor season

By W. H. Spencer

SANTA ROSA, CAL., JAN. 3

Opening with less of a flourish but no less enthusiasm was the eight-week Friday night sportsman indoor short track series at the Sonoma County fairgrounds. The worldly problems of unemployment, recession and energy crisis have hit even the sportsman end of motorcycling.

A Saturday night semi-pro series will also accompany the Friday sportsman and mini-bike show, giving District 36 riders a full weekend series and allowing the Experts to make a few bucks as well as White Plate points.

The 250 Expert being the big class of the night, winner Mike Kalamaras has the distinction of taking the early lead in the top 20 White Plate short track system. Kalamaras took a good jump while scrappers Greg Ferguson and



Real girls.

Real get-offs.



Chuck Miller were caught in traffic. It took the two speedsters almost half the race to get free.

In the 360 Expert show, Butch Davidson made a comeback to win over Dennis Robinson and Jeff Sierck. The oldest Davidson shows no ill effects from an operation on an old leg injury.

Harold Bray fell after the checkered in his 250 Novice heat but came back in the Main with some fine passing on the slippery surface. (Some asphalt patching still has not set. It may take another week to get the gravel off the track, but it should work out better with time as the midgets that used to race on Saturday nights now allow a shape change of the track.)

Sears Point MX: Wow! Real dirt! Real racing (Geery and Gruener).



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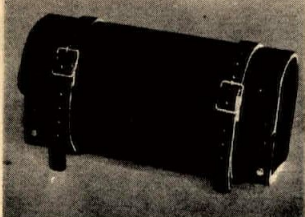
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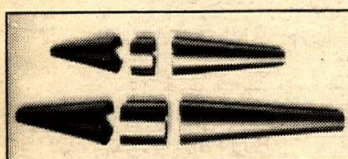
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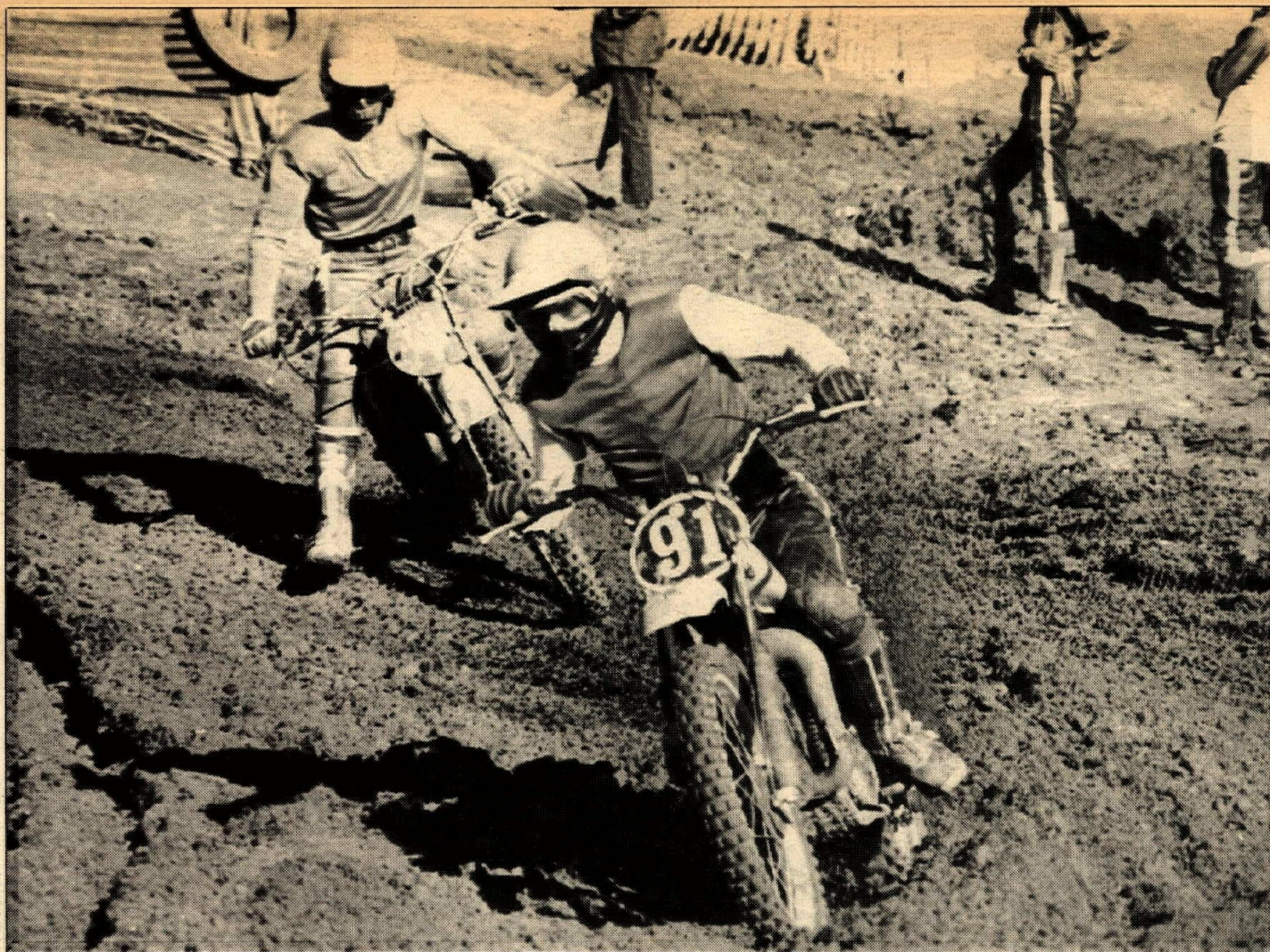
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IN THIS PAPER



STEVE CASTILLO

Light turnout didn't hamper the one-on-one racing at Carnegie.

Greenwood trial

By Dennis Schreiter

GEORGETOWN, CAL., JAN. 12

A private owner allowed P.I.T.S. to use 500 acres on a trial basis (no pun intended). It seems the low noise, slow speed, and no knobbies of trials is less offensive to land owners.

The sections were very European with a wide choice of lines. All Expert, Amateur and Novice riders rode the same sections. The use of natural boundaries and natural obstacles prevailed throughout the event. The only thing missing was traction! The several wet sections, plus loose rock and mud gave all contestants a very slippery ride.

Lane Leavitt missed cleaning all 30 sections by one dab. Steve Darrow wasn't far behind with three points until a "five" in one section dropped him to a total of eight. A really good show by

Steve Darrow, breaking in a Yamaha, is clean so far in Trap Eight, as scorer fixes him with a rude Italian gesture.



DENNIS SCHREITER

Amateur Mike Fenner netted a total of 18 marks. The battle for second Amateur was really close. Gary Masculine had 23 with 16 cleans and nine ones over Norm Sayler with 23 with 16 cleans and eight ones.

Results in Results Section.

CMC MX Carnegie

By Steve Castillo

LIVERMORE, CAL., JAN. 12

Only 100 riders showed up at Carnegie Cycle Park because most everybody was up at the Dick Mann Sears Point race. There were only four 250 pros but they put on a tremendous show for the small purse. Among them was Brian Marchbank on a new YZ monoshock, Jerry Castillo (YZ) and Glenn Jennings (YZM).

Marchbank started to stretch out a lead as Jennings and Castillo dived for second place. It took Castillo five laps of constant pressure but he finally got by Jennings going up the big uphill. Castillo saw Marchbank ahead by about eight seconds. Within four laps Castillo pulled up close and riding right on his rear wheel coming down the hill Castillo gassed it to the checkered first with Marchbank a mere one and one-half seconds behind.

Castillo pulled the start in moto two with Marchbank right behind. Castillo's bike sickened and slowed, letting Marchbank take the win. Castillo kept on to finish second overall.

Claro Cabading and Mike Marquez really had a 125 Intermediate battle going. Cabading put his Honda out front in the first moto with Mike Marquez in third spot. After six laps of cat-and-mouse with Dan Dobbins, Marquez moved into second hoping Cabading would be his next victim. But Cabading had paced himself well and was not to be caught. Marquez pushed him hard but remained in second place.

Cabading again got the hole shot in moto two with Marquez hot on his Honda. For six laps, riding two abreast in some places, these riders had everybody watching this race to the finish. The victory went to Marquez because he held it on just that much longer, and that's what counts.

Porterville Spinners' TT

By Felix Adamo

PORTERVILLE, CAL., JAN. 19

It was cold and foggy here this morning but that didn't stop over 250 riders from showing up at this District 35 scramble. By the time the heats had started the sun came out so everyone pulled off their parkas, put on their leathers and got down to some serious racing.

In the 100cc Expert Main, Mark Powers (Yam) took the lead on the first lap and never gave it up. Behind him it was a different story. Kirk Smith (Suz) and Mike Leming (Yam) were fighting hard for second when Darren Pritchett (Yam) decided he wanted it and passed both Smith and Leming on the third lap. The action didn't stop there, while Powers was expanding his lead on the last lap, Smith got by Pritchett when Pritchett missed the jump. Then Leming took Pritchett in the final turn.

In the Open Expert class Ron Toby (Tri) took the lead off the line and never let it go. Randy Griffin (Tri) was pressuring Toby by staying within two bike lengths for the first half of the race. But then Toby started pulling away from the rest of the big bikes to take the win.

D-35 TT ace Mark Porter hookin' it through Turn Three on a small-bore Yamaha.



FELIX ADAMO

RESULTS

World Champ. Series Templeton Speedway Christchurch, New Zealand Jan. 4, 1975 By Peter Oakes

QUALIFYING SCORERS		
Olsen	11	
Mauger	10	
Louis	10	
Muller	6	
Jansson	5	
Moore	5	
Briggs	4	
Michanek	3	
Autrey	1	
SEMI-FINALS		
Mauger		
Moore		
Briggs		
Olsen		
Louis		
Michanek		
Jansson		
Muller		
FINAL		
Mauger		
Moore		
Michanek		
Louis		

World Champ. Series Invercargill Speedway New Zealand Jan. 5, 1975 By Peter Oakes

QUALIFYING SCORERS		
Michanek	9	
Moore	8	
Mauger	8	
Louis	6	
Autrey	6	
Olsen	6	
Briggs	6	
Jansson	4	
Muller	2	
SEMI-FINALS		
Mauger		
Briggs		
Michanek		
Louis		
Jansson		
Olsen		
Moore		
Autrey		
FINAL		
Mauger		
Jansson		
Briggs		
Olsen		

Half-mile & S.T. Corona, Calif. Jan. 15, 1975 By Tom Blattler

SHORT TRACK		
MINI CYCLES DIV 1		
Adam Oller	Hor	
Chris Ganle	Yam	
Denny Berney	Yam	
MINI CYCLE DIV 2		
Pat Richmond	Yam	
Pam Bennett	Hon	
Mike Paulson	Yam	
MINI CYCLES DIV 3		
Fred Conover	Kaw	
Pete Hames	Hon	
Jim Privett	Hon	
100 NOV		
Mark Scoggins	Kaw	
Ron Byars	Yam	
Spike Frownfelter	Kaw	
125 NOV		
Eddie Drake	Hon	
Ray Lovell	Hon	
David Jones	Hon	
125 EX		
Mike Minnig	Yam	
Eddie Lawson	YZ	
Wayne Rainey	Hon	
250 NOV		
Dave Johnson	Yam	
Stan Kinsey	Yam	
Dan Rees	Bul	
250 EX		
Eddie Lawson	Coo	
Mike Tidwell	YZ	
Dan McWhorter	Mon	
OPEN NOV		
Peter Grant	Bul	
Ron Brehn	Yam	
Gary Johnson	Yam	
OPEN EX		
John Sperry	Suz	
Dan McWhorter	Mon	
Rick Marquis	Hon	
HALF-MILE		
MINI CYCLES DIV 1		
Mike Paulson	Yam	
Rex Bonham	Yam	
Mark Ramirez	Hon	
MINI CYCLES DIV 2		
Denny Berney	Yam	
Mark Swenson	Ind	
Chris Gaoles	Yam	

MINI CYCLES DIV 3

Fred Conover	Kaw	
Pete Hames	Hon	
Jim Privett	Hon	
100 NOV		
Mark Scoggins	Kaw	
Spike Frownfelter	Kaw	
Rob Selvy	Yam	
125 NOV		
Danny Perkins	Yam	
Ray Lovell	Hon	
Bobby Ontevaras	Yam	
100 EX		
Mark Ochs	Yam	
Greg Scoggins	Kaw	
David Oller	Hon	
125 EX		
Mike Tidwell	YZ	
Mike Minnig	Yam	
Wayne Rainey	Hon	
250 NOV		
Dave Johnson	Yam	
Stan Kinsey	Yam	
Dennis Aguirre	Kaw	
250 AM		
Dorothy Rowe	Yam	
Greg Zehner	Yam	
Kirk Doyle	Yam	
250 EX DIV 1		
Mike Tidwell	YZ	
Vince Mead	Yam	
Marty Hukala	Yam	
250 EX DIV 2		
Don Grigsby	Yam	
Craig Armstrong	Yam	
Brian Garcia	Yam	
OPEN NOV		
Peter Grant	Bul	
Dan Rees	Bul	
Gary Johnson	Yam	
500 EX		
Mike Thomsen	Yam	
Dennis Briggs	Hon	
Doug Hannon	Bul	
OPEN EX		
Nick Voge	Yam	
Don Frauenberger	Yam	
Gary White	Yam	

Motocross Las Vegas, Nev. Jan. 12, 1975

125 EX		
Glen Munyan	Hon	
Randy Kimbrough	Hon	
Robert Lea	Hon	
125 AM		
Eddie Munoz	Hon	
Mike Hines	Hon	
Rick Polson	Hon	
OVER 38		
Bobby Williams	CZ	
John VanHoove	Mai	
Edd Defreze	Bul	
125 NOV		
Joe Boggio	Suz	
Martin Ansoorge	Suz	
Mike Gaskill	CA	
125 BEG		
Tom Bzorkie	YZ	
Virgil O'Neal	Yam	
Shorty Scriver	Yam	
250 EX		
Mel Chapman	Mai	
Marty Bolzendahl	Yam	
Todd Hall	Mai	
250 AM		
Rick Malone	Kaw	
Robert Beckett	Hon	
Mike Hines	Mai	
250 NOV		
Norm Barron	Bul	
Art Lanier	Suz	
Charles Harkey	Hon	
500 EX		
Mel Chapman	Mai	
Jim Keeton	HM	
John VanHoove	Mai	
500 AM		
Erwin Golden	Suz	
Bobby Williams	CZ	
Roy Taylor	Yam	
500 NOV		
Craig Haupt		
Jesus Plascencia	Hus	
Jim Albanese	Suz	
MINI NOV 80 DIV I		
Kevin Keefe	YZ	
Scott Underwood	Hon	
Floyd Denny	Hon	
MINI NOV 80 DIV II		
Terry Cartwright	Hon	
Doug Wilson	Hon	
Lana Kulasinovic	Hon	
MINI NOV AM 60		
Brian Aikin	Yam	
Steve Rebell	Yam	
Adam Reizner	Yam	
MINI EX		
Lenny Giger	Hon	
Joey Dee	Hon	
Paul Emerson	Hon	
MINI AM		
Ty Bothwell	Yam	
Troy Fitch	Suz	
Ron Ellenburg	Yam	
100 NOV		
Casey Underwood	Yam	
Robin Harris	Yam	
Dan Kinshella	Yam	
100 AM		
Danny Winibarger	Yam	
Jack Ramsay	Suz	

AME MX Indian Dunes Valencia, Calif. Jan. 12, 1975 By Barney Drake

MINI		
M. Marshall	Yam	
J. Rogers	Hon	
MINI EX		
S. Schmitz	Yam	
D. Hale	Hon	
D. Ewing	Hon	
100 BEG		
T. Harper	Suz	
J. Maas	Suz	
D. Cunha	Yam	
MINI MR		
R. Sinker	Hon	
J. Lankford	Hon	
M. Tomaselli	Hon	
POWDER PUFF		
J. Kline	Hon	
D. Duncan	Hon	
R. Dougherty	Hon	
100 INT		
M. Harnacker	Suz	
125 BEG DIV 2		
P. Marconi	Hon	
M. Iwaski	Hon	
T. Halverson	Pen	
125 INT		
J. Lowe	Hon	
G. Viens	Hon	
R. Catinus	Hon	
250 JR		
J. Hawton	Bul	
C. Osborn	Bul	
M. Rickey	Yam	
125 BEG DIV 1		
M. Prunty	Hon	
G. MacMillan	Hon	
R. Healy	Suz	
125 JR		
B. Ovellette	Suz	
M. Hickey	Hon	
M. Aney	Bul	
125 EX		
K. Zahrt	Bul	
R. Lopez	Pen	
J. Wecker	Kaw	
250 EX		
W. Harper	CZ	
S. Roark	Bul	
G. Huber	Mai	
250 INT		
K. Kilpatrick	Yam	
M. Jenkinson	Hus	
J. Drummenn	Bul	
500 JR		
C. Robertson	Mai	
R. Sieman	Mai	
J. Graham	Hus	
500 EX		
R. Haase	Bul	
J. Wright	CZ	
J. Root	Bul	
500 BEG		
J. Siart	Bul	
V. Danell	CZ	
J. Gillo	Mai	
500 INT		
G. Cole	Mai	
M. Hendrix	Mai	
A. Oken	Mai	

Atlantis Park Garden Grove, Calif. Jan. 19, 1975

PEEWEE BEG		
S. Spraggins	Ind	
G. Deavilla	Ind	
M. Sanches	Ind	
JR CYCLE		
P. Denis	Ind	
S. Spraggins	Hon	
M. Dunlop	Ind	
60cc OPEN		
M. Dunlop	Yam	
D. Akers	Ind	
6-8, 83cc STK		
P. Denis	Yam	
L. Snyder	Yam	
F. Armendariz	Yam	
9-11 83cc STK		
R. Klatt	Yam	
R. Lowther	Yam	
D. Kerr	Yam	
12 & OVER 83cc STK		
W. Lowe	Yam	
D. Bolles	Yam	
V. Robledo	Hon	
6-8 83cc MOD		
P. Denis	Yam	
J. Painter	Yam	
L. Snyder	Yam	
9-11 83cc MOD		
R. Wrobel	Hon	
R. Klatt	Yam	
D. Kerr	Yam	
12 & OVER		
83cc MOD NOV		
D. DeTemple	Hon	
D. Bolles	Hon	
V. Robledo	Hon	
12 & OVER		
83cc MOD EX		
R. Wrobel	Hon	
R. Hoffmann	Hon	
W. Lowe	Yam	

Motocross Escape Country Trabuco Canyon, Calif. Jan. 19, 1975

MINI CLASS		
Dave Chandler	Yam	
SUPER MINI 1st DAY		
Craig Westergaard	Yam	
Craig Dale	Ind	
Zack Fuller	Hon	
SUPER MINI BEG		
Dean Hoag	Hon	
Danny Morgan	Hon	
SUPER MINI NOV		
Eddie Eckert	Hon	
Kenny Allen	Hon	
Scott Phillips	Hon	
SUPER MINI INT		
Bobby McGregor	Hon	
SUPER MINI EX		
Brad Schwan	Hon	
100 1st DAY		
Gary Neidermayer	Hod	
100 BEG		
Mike Chapman	Suz	
Jeof Bradshaw	Yam	
100 NOV		
Yves Halliburton	Pen	
100 INT		
Mike Vasquez Jr.	Hon	
John Hewitt	Bar	
100 EX		
Pete Hillebrech	Hon	
125 1st DAY		
Greg Turner	Hon	
Steve Mott	Hon	
Brad Oxley	Suz	
Ken Graham	Suz	
125 BEG		
Marty Blasingame	Hon	
Steve Ellington	Hon	
Matt Oliver	Hon	
125 NOV 2		
Duane Mapes	Hon	
Ted Wagner	Hon	
Bob Vasicek	Hod	
125 NOV 1		
Mike Digby	Hon	
Oscar Jackson	Hon	
Larry Morgan	Hon	
125 INT		
Jim Gallagher	Hon	
Jim Lowe	Hon	
125 EX		
Paul Schones	Hon	
Marty Miller	Hon	
Brion Brown	Hon	
175 CLASS		
Ron Lemon	Hon	
250 1st DAY		
Pat Pickens	CZ	
Tom Berg	Hon	
250 BEG		
Joe Lorenzen	Mai	
Jim Carlino	CZ	
Geoff Singer	Mai	
250 NOV		
Steve Crovso	Bul	
Shannon Bargsten	Mai	
Carv Serklew	CZ	

250 INT		
Herbie Shelton	Mai	
Tom Mayfield	CZ	
250 EX		
John Estes	Mai	
Patrick Flynn	Mai	
Dave Foltz	Hus	
OPEN BEG		
Stephen Lane	CZ	
OPEN NOV		
Art Bradford	KTM	
Fred Halliday	Bul	
Greg McDowell	Yam	
OPEN EX		
Del Pitzer	CZ	
Rick Carrisosa	Mai	
PLATES		
John Irwin	CZ	
Bruce Prall	CZ	
3rd, 125 Nov. 12-31-74		
John Gilbertson		
1st, Open Int. 1-11-75		
BICYCLE TROPHIES		
12 1st place		
5 2nd place		

TT Scrambles Perris Raceway Dec. 14, 1974

MINI		
Michael Sharp	Yam	
Marty Jamerson	Hon	
Pam Bennett	Hon	
100 NOV		
Steve Mott	Yam	
Brad Oxley	Yam	
Spike Frownfelter	Kaw	
125 NOV		
Gary Ludwig	Yam	
Ray Lovell	Hon	
Roy C. Smith	Yam	
125 AM/EX		
Brad Oxley	Yam	
Wayne Rainey	Hon	
Dennis Kanegof	Yam	
175 NOV		
Andy Dryer	Bul	
Roy Lovell	Hon	
Bill Luttrull	Bul	
250 NOV		
Jerry Oucutt	Bil	
Gary Feener	Yam	
Jim Stentz	Suz	
250 NOV		
Arthur Junker	Yam	
Gene Bennett	Yam	
Michael W. Hill	Bul	
250 AM/EX		
Dave Johnson	Yam	
Dorothy Rowe	Yam	
Dennis Briggs	Yam	
OPEN NOV		
Gene Bennett	Yam	
Jim Wood	Yam	
Henry Custer	Yam	
OPEN EX		
John Sperry	Yam	
John Allison	Yam	
Summer McKnight	Yam	

RESULTS

D-35 TT Scrambles

Porterville, Calif.

Jan. 19, 1975

By Felix Adamo

56-89cc	
NOV	
Randy Hardin	Hon
Mike Wesson	Yam
Charles Holiday	Hon
JR	
Michael Yafchak	Yam
Johnny Alexander	Hon
Todd Weinsberger	Yam
EX	
Mike Garrison	Yam
Rodney Sullivan	Yam
Bryan Rhoades	Suz
100cc	
NOV	
Bart Epperson	Kaw
Bob Merriott	Suz
Rob Hoffman	Suz
JR	
Tony Sanderson	Yam
Richard Sing	Suz
Jesse Torres	Suz
EX	
Mark Powers	Yam
Kirk Smith	Yam
Mike Leming	Yam
125cc	
NOV	
Richard Eschahera	Yam
Bob Church	Suz
Dale Robbins	Yam
JR	
Jimmy Alae	Yam
Mike W. Garrison	Hon
Richard Torres	Kaw
EX	
Gary Clark	Suz
Sam Matthews	H-D
Darrell Smith	Yam
175-200cc	
NOV	
Tom Gordon	Yam
Brad McKinney	Bul
Rick Ferris	Yam
JR	
Jerry Cox	Bul
Steve Boswell	Puc
Danny Vanderpool	Bul
EX	
Mike Graham	Bul
Mike Stafford	Suz
Steve Monger	Bul
250cc	
NOV	
Roy Knight	Yam
Mike Boswell	Suz
Danny Hill	Yam
JR	
Mike King	Suz
Jim Turner	Hon
Dave Pereira	Yam
EX	
Doug Garrison	Suz
Frank Adamo	Yam
Randy Griffith	Hon
350-500cc	
NOV	
Bruce Post	Suz
Mark Hamilton	Kaw
Gary Holder	Yam
JR	
Mike Short	Yam
Kelly Hampton	Mai
Willy Pritchett	Yam
EX	
Doug Garrison	Suz
Tom Francisco	Yam
Mike Allen	Yam
OPEN	
NOV/JR COMB	
Steve Martin	Tri
Mike Caylor	Hon
Marsh Runyon	Tri
EX	
Ron Toby	Tri
Randy Griffin	Tri
Jim King	Tri

AMC MX

Rawhide

Elsinore, Calif.

Jan. 19, 1975

MINI BEG	
John Hallsop	Hon
Steve Marston	Hon
Clay Wickham	Hon
MINI JR	
Kirk Sturgeon	Hon
Dallas Rebellio	Hon
Kevin Bowman	Hon
MINI EX	
Kurt Sofka Jr.	Yam
Vance Luevano	Hon
100 BEG	
Joe Tignor	Yam
Cindy Watson	Suz
Bob Wilson	Hod
100 JR	
Jim Cote	Hon
Danny Burt	Suz
Dan Hockett	Hon
125 BEG	
John Reyes	Hon
Kenny Kaufman	Hon
Steve Schoenlein	Hon
125 JR	
Ryan Helzer	Hon
Paul Sanders	Hon
Brad Boegoff	Hon
125 INT	
Steve Vanatta	Hon
Bobby Cochran	CA
Rick Thomas	Hon
250 BEG	
Don Richardson	Hon
John Carter	Bul
Brad Anderson	Yam
250 JR	
Wayne Martin	Hus
Brian Rowe	Bul
Ken Makos	Hon

250 INT	
Carney Briggs	Yam
Rick Montoya	Bul
Jeff McKeiray	Bul
OPEN BEG	
Don Cossey	Yam
Chuck Gilmore	Yam
Tom Schoney	CZ
OPEN JR	
Al King	Yam
Tim Shook	Suz
Bret Van Tatenhove	Yam
OPEN INT	
Lee Evans	CZ
Bill Peters	Bul
Lorenzo Garley	CZ
125 PRO	
Mike Paulsell	D&G
Larry Ripley	Hon
Mike Palhegyi	Hon
250 PRO	
Richard Franklin	Yam
Dana Nelson	Yam
Greg Done	Yam
250 SR	
Steve See	Hon
OPEN PRO	
Jeff Foland	KTM
Jeff Wright	CZ
Jeff Browning	CZ

SAM MX

Irvine, Calif.

Jan. 11, 1975

By Tom Corley

MINI BEG	
Jeff Watz	Yam
Ryan Eide	Hon
Ed Bravo	Hon
MINI JR	
Dwayne Franks	Kami
100 B EX	
Gary Stark	Suz
100 NOV	
Greg Tiner	Suz
Brian Davis	Hod
100 JR	
Huff Hadley	Yam
125 BEG	
Pete Rinaldi	Hon
Charles Harris	Hon
Matt Tedder	Pen
125 NOV	
Doug Kinney	Hon
Jim Smith	Hon
Mark Knutson	Hon
125 JR	
Lee Eide	Hon
Larry Nelson	Hon
Luc Deley	Suz
125 INT	
Norman Gomez	Hon
Scott Breithaupt	Yam
Guy Denton	Hon
125 EX	
Dave Miller	FMF
Kevin Crawford	Hon
250 BEG	
Brian Craze	Hon
John Toal	CZ
Phillip Nicholson	Suz
250 NOV	
Brad Vanderberg	Yam
Rob Sherrill	Hus
H.S. Barnard	Mai
250 JR	
Mike Harms	Hon
Ron Tebbis	Hon
Steve Miller	KTM
250 INT	
Ron THT	Mai
Jeff Thompson	CZ
Jeff Watson	Mai
250 EX	
Bob Stem	CZ
Garry Faulks	Mai
Bruce Baron	Yam
500 BEG	
Gary Fortney	Mai
Richard McFarlane	Bul
500 INT	
Geroge Wegner	Yam
Scott Scott	Yam
Gregg Perry	Yam
500 EX	
Jeff Witherell	CZ
Bob Dunsire	Yam
Gary Tomczak	Mai

Motocross

Escape Country

Trabuco Canyon, Calif.

Jan. 18, 1975

SUPER MINI 1st DAY	
Clark Damron	Hon
Eric Nagao	Hon
Ed Bieselman	Hon
SUPER MINI BEG	
Alan Frazier	Hon
Mark Schones	Hon
John Wesoloski	Hon
SUPER MINI NOV	
Billy Davis	Hon
Mike McCormick	Hon
SUPER MINI EX	
Mike Laenger	Hon
100 BEG	
Steve Sandoz	Suz
Tom Kukol	Hod
100 NOV	
Mike Ebihara	Yam
100 EX	
Dana Warne	Hon
125 1st DAY	
Jeff Bruynbeel	Hon
Jonny Copton	Hon
Rod Smith	Yam
125 BEG	
David Dickinson	Hon
Robert Dale	Hon
Leo Saul	Suz
125 NOV	
J. J. Hudson	Hon
Carl Gieselman	Hon
Dale Phillips	Hon

125 INT	
Mark Marriott	Hon
125 EX	
Paul Schones	Hon
250 1st DAY	
Robert Willey Jr.	Yam
Tom McFarland	Hon
250 BEG	
Dann Vivier	Hus
Kerry McIntyre	Bul
250 NOV	
Bryan Daniel	Suz
Duncan Robb	Bul
Steve Henderson	Oss
250 INT	
Tom Cross	Yam
Corey Bogane	YZ
250 EX	
Mike Tripes	CZ
OPEN NOV	
Walter Brois	Hus

Boulder City MX

Las Vegas MX Club

Jan. 19, 1975

125 NOV	
Mark Stanley	Hon
Kenny Krumme	Yam
Martin Ansonge	Hon
125 AM	
Rick Polson	Hon
Bryan Zasloff	Hon
David Hilton	Kaw
125 EX	
Mike Sankovich	Hon
Fritz Moser	Hon
Glen Munyan	Hon
125 BEG	
Pat DeCarbo	Hon
Lyle Hargett	Hon
Don Harrison	Suz
OVER 38	
John VanHoove	Mai
Shane Ross	Suz
Edd Defreze	Bul
250 EX	
Bill Oerding, Jr.	Hus
Mel Chapman	Mai
Marty Bolzendahl	YZ
250 AM	
Mark Green	Bul
Montie Gerber	KTM
Norm Barron	Bul
250 NOV	
Mario Sacomano	Yam
Michael Vogel	Hus
Randy Hill	Yam
500 EX	
Kirk Bothwell	Yam
Erwin Golden	Suz
Jay Willey	Rok
500 AM	
Larry Slife	Bul
Bobby Williams Sr.	CZ
Harold Carey	Hon
500 NOV	
Craig Haupt	Yam
Neil Thurgood	Yam
Jesus Plascencia	Hus
250-500 BEG	
Bill Oerding Sr.	Yam
Jerry Walker	Suz
Jan Kay	Pen
MINI BEG 60	
Patrick Steele	Hon
Russell Alderman	Yam
Butch Williams	Hon
MINI BEG 80	
Johnny Day	YZ
Robert Alderman	Yam
John Kight	Hon
MINI 60 NOV	
Joe Lohnes	Yam
Adam Reizner	Yam
MINI 80 NOV	
Lana Kulasinovic	Hon
Bobby Saitta	Hon
Doug Wilson	Hon
MINI AM	
Steve Sandbakken	Hon
Ron Ellenburg	Yam
Sam Percoff	Hon
MINI EX	
Paul Emerson	Hon
Lenny Giger	—
Ty Bothwell	YZ
100 EX	
Jimmy Kruger	Hod
Rod Ahlstrom	Yam
100 AM	
Danny Winebarger	Yam
Glen Saltee	Yam
Marv Chapman	—
100 NOV	
Ty Bothwell	Yam
John Leisek	Yam
Casey Underwood	Yam

CMC Motocross

Irwindale, Calif.

Jan. 23, 1975

By John Bethea

MINI EX	
Bill Fancher	MSC
Jimmy Holley	Hon
Joe Tucci	Hon
MINI JR DIV I	
Jeff Dye	HG
Chuck Okimoto	Hon
Mike Haas	Hon
MINI JR DIV II	
Geoff Brooks	Hon
Eddie Glover	Hon
Dean Hoag	Hon
100 JR	
Barry Knight	Hon
Jeff Maas	Suz
Scott Stringe	Suz
125 JR DIV I	
Ernie Ruiz	Yam
Ron Maas	Hon
Tom Ortiz	Kaw
125 JR DIV II	
Darrell Hutchins	Hon
Shawn Beal	Hon
Greg Rodriguez	Hon

125 JR DIV III	
Jim Lowe	Hon
Victor Silver	Hon
Dwayne Brothers	Hon
125 JR DIV LV	
Mark B. Walder	Hon
Jim Harris	Yam
Bill Koemans	Hon
250 JR	
Roy Holsheimer	Mai
Gary Bartlett	Hon
Frank Serjeant	Hon
500 JR	
Craig Robertson	Mai
Hank Osborne	CZ
Mike Delehant	CZ
125 INT DIV I	
Lance Bryson	Hon
Eddie Clark	Hon
Eugene Gayo	Hon
125 INT DIV II	
Mark Lawrence	Yam
Steve Glatts	Hon
Steve Schilling	Hon
250 INT	
David Potts	CZ
Kevin Corson	Mai
Kevin Rodgers	Mon
500 INT	
Cliff Hicks	Suz
Mark Kiefer	Mai
Trent McGee	CZ
125 PROS	
Mike Bell	Hon
Chuck Lunde	Hon
Ray Lopez	CHI
Jim Domann	Hon
John Atwood	Hon
250 PROS	
Will Harper	CZ
Hal Strauss	Mai
Val Tamietti	Mai
Stu Egli	Mai
Brad Lynch	Mai
500 PROS	
Rex Staten	Mai
Jeff Jennings	CZ
Joe Johnston	Mai
Jim West	Mai
Jeff Wright	CZ



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Sears Point MX

Sonoma, Calif.

Jan. 12, 1975

By Kinsella & Doody

OLD TIMERS	
J. Lewis	Bul
L. Hansen	Yam
K. Romano	Yam
VETS	
M. Hendrix	Hon
F. Cameron	Pen
R. Mathis	Hon
100 NOV	
M. Olund	Yam
T. Cabeal	Suz
G. Woodall	Suz
MINI	
E. Derty	Hon
C. Olund	Yam
S. Stanley	Yam
B. Bruns	Suz
125 EX	
D. Manley	Hon
D. Geery	Hon
S. Gruewer	Hon
125 AM/INT	
J. Watts	Hus
M. Hersman	Hon
R. Eiberger	Hon
125 NOV DIV I	
O. Gary	Hon
D. Grimes	Hon
C. Comfort	Hon
125 NOV DIV II	
M. Parr	Hon
T. Gahart	Hon
D. Dirlow	Suz
125 NOV DIV III	
G. Miles	Hon
R. Shafer	Hon
R. Denton	Hon
250 EX	
M. Garrett	Mon
R. Self	Mon
R. Powell	Pen
250 AM	
B. Johnson	Yam
S. Hickie	Hus
J. Garbabin	Yam
250 NOV DIV I	
R. Dunn	Bul
A. Leonard	Bul
B. Rulien	Hon
250 NOV DIV II	
T. Meyer	Hus
R. Mathers	—
B. Kotsaris	Suz
250 NOV DIV III	
R. Barnett	Hus
B. Mowcayo	Mai
OPEN EX	
D. Roberts	Bul
J. Dieu	Yam
J. Kent	Bul
OPEN AM	
R. Tamossi	CZ
S. Hatcher	Suz
B. Cooper	Bul
OPEN NOV DIV I	
S. Davis	Mai
L. Ritner	Hus
D. Czech	Yam
OPEN NOV DIV II	
E. Sullivan	Kaw
M. Menesini	CZ
E. Diaz	Yam

SAM

Saddleback Park

Irvine, Calif.

Jan. 18, 1975

By Tom Corley

Ross Klatt	Yam
Kevin Moore	Hon
Ryan Eide	Hon
100 NOV	
Greg Tiner	Suz
Mike Johnson	Hon
100 INT	
Jack Krumwiede	Hon
125 BEG	
Zach Halopoff	Hon
Bill Yates	Suz
Joe Cruz	Yam
125 NOV	
Russ Eide	Hon
Bret Catcott	Hon
Ken Mattson	Hon
125 JR	
Lee Eide	Hon
Tom Daversa	Hon
125 INT	
Michael Jones	Suz
Eugene Gaye	Hon
125 EX	
Bruce McDougal	Yam
Tim Hart	Yam
Pat Nixon	Hon
250 BEG	
Ralph Turney	CZ
Robert Masterson	Yam
Volney Howard	Oss
250 NOV	
Robert Sherrill	Hus
Jeff Tazuin	Yam
Bruce Bridgman	Oss
250 JR	
Ron Tebbis	Hon
Paul Bergquest	Mai
250 INT	
Luc Deley	CZ
Jack Crone	Yam
250 EX	
James Weinert	Yam
Bruce Baron	Yam
Jerry Trojnar	Mai
500 JR	
Richard McFarland	Bul
Mick Sutliff	Kaw
500 INT	
George Wegner	Yam
Bob Gundry	KTM
Scott Scott	Yam
500 EX	
Bill Rubly	Mai
Jeff Withereil	CZ

D-36 Indoor S.T. Santa Rosa, Calif. Jan. 10, 1975
By W. H. Spencer
360 EX Dennis Muelrath Bul
Jim Coates Yam
Jeff Sierck Hon
360 JR Mark Dever Yam
Joe Divecchio Yam
Billy Rider Bul
360 NOV Ken Morita Bul
Pat Bond Bul
Gary Davis Yam
250 EX Chuck Miller Oss
Mike Faria Yam
Tony Alves Yam
250 JR Mark Narvaez Yam
Dennis Stolp Bul
Joey Dalla Yam
250 NOV Russ Morita Yam
Leonard Hale Yam
Russ Paden Bul
200 NOV Dave Hebert Bul
Bill Horn Bul
125 JR Jace Carter Hon
Brian Pecore Suz
125 NOV Art Anchondo Hod
Dan Gilchrist Yam
Billy Chatham Suz
100 NOV John Waldner Yam
Ron Davis Yam
Mike Hammerich Kaw
100 JR/EX MINI Tony Deatherage Yam
Danny Kirkeby Bon
80 NOV MINI Ed Defty Hon
Greg Miller Hon
80 EX MINI Jon Haan Yam
Steve Lucero Yam
80 JR MINI Richie Simpson Yam

CMC Motocross Carlsbad, CA Jan. 26, 1975
By John Bethae
MINIS Mark Guinto CRT
Ralph Longo Yam
Bob Rowell Yam
100 JR Brian Myerscough Yam
Steve Gavin Pen
Bill Flour Suz
125 JR DIV I Darrell Hutchins Hon
Jeff Voss Hon
Jon Lewey Hon
125 JR DIV II Bill Byron Hon
Rodney Miller Hon
Jeff Lewey Hon
250 JR DIV I Mark Asbury Yam
Angelo Hammond Hon
Jim Slaughter DMG
250 JR DIV II Mike Harms Hon
Luc De Ley CZ
Richard Anderson Oss
500 JR Mike Hendrix Mai
Ken Fuelner Mai
Mike Caaseobetta Mai
125 INT Jeff Tomlin Hon
Kevin Crawford Hon
Joe Plante Hon
250 INT Pete Smith Mai
Mike McClung Yam
Aaron Bassett Mai
500 INT Lynn Vick CZ
Rich Larsen Mai
Jim Kramer Mai
125 PRO Tommy Croft Hon
Mike Bell Hon
Warren Reid Hon
Dave Eropkin Hon
Bob Maxwell Hon
250 PRO Tommy Croft Hon
Gary Jones CA
Rich Grafton Yam
Danny McKee Mai
Billy Clements Hus
500 PRO Rex Staten Mai
Jimmy Weinert Yam
Wayne Boyer CZ
Doug Sherman Mai
Bill Rubly Mai

TT Scrambles Elsinore, Calif. Jan. 18, 1975
By Andy Gangwer
MINI BEG Mike Paulson Yam
Mark Ramirez Hon
Sean Masterson Suz
MINI NOV/AM Danny Bartholomew Hon
Chris Cannon Yam
Mike Ward Hon
AM Pat Richmond Yam
John Murphy Yam
100 BEG Chris Chandler Yam
Johnny Throne Yam
Scott Smith Yam
125 BEG Wayne Rich Hon
Ken Gillis Yam
Jim Forehand Hon
250 BEG Doug Bergholtz Suz
Mike Magroon Hon
Bruce Gifford Hon
100 NOV David Oller Ste
Spike Fraunfetter Kaw
Dale Brawn —
125 NOV Larry Hedstrom Pen
Vince Landry —
Mitch Zehner Yam
175-200 NOV Willie Harden Suz
Dennis Kanegoe Yam
Mark Gray Kaw

250 NOV Brad Oxley Yam
Joe Thrailkill Suz
Tam Tiernan Yam
500 OPEN NOV Mike Tedder Yam
Mike Lenfers Yam
Larry McCaul Yam
SPEC NOV Mike Lenfers Yam
Greg Zamora Mai
Paul Buzza Yam
100 AM Carl Whitt YZ
Paul McPherson Yam
Mitch Zehner Yam
250 AM Kirk Doyle Yam
Dave Johnson Yam
Stan Kinsey Yam
250 EX Eddie Lawson Yam
Greg Wilhite Yam
Mark Prescott May
500 OPEN AM/EX Clyde Dennon Suz
Rick Marquis Hon
Rod Sexton Yam
SPEC EX Clyde Dennon Suz
Eddie Lawson Yam
Rick Marquis Hon

D-36 1974 Enduro Point Standings—Final
EXPERTS
1. George Hendrix
2. Ben Bower
3. Hawley Slatyon
4. John Troutt
5. Jerry Jenkins
6. George Newsum
7. John Noor
8. George Nielson
9. Shep Johnson
10. Frank Showers
11. Bud Hamilton
12. Bob Mullarkley
13. Gary Holmes
14. Clousey Holland Sr.
15. Jack Harkness
16. Robert Anderson
17. Cosby Chestnut
18. Jim Newsum
19. Fred Cameron
20. Daryl Hall
JUNIORS
1. David King
2. Brian Pearce
3. Bruce Irwin
4. Herchel Wright
5. Richard Miller
6. Irol Allen
7. Dave Cull
8. Jim Armstrong
9. Phil Shoaf
10. Gary Greiner
11. Charles Gerbi
12. Pat McKenna
13. Art Mennick
14. John Pritchard
15. Jack Pederson
16. Harold Pederson
17. Jon Ellis
18. Glenn Topliff
19. Jim Young
20. Karl Potter
NOVICE
1. Zak Peltier
2. David Bertram
3. Rex Slaven
4. David Johnson
5. S.C. Blackwood
6. Mark Coxon
7. John Turner
8. Ken Dtmpt
9. Darrell Bailey
10. Bill Dart Jr.

Motocross Indian Dunes Valencia, Calif. Jan. 19, 1975
By John Grout
POWDER PUFFS
Lorie Viens Pen
Kim Lavigne Pen
MINICYCLES
60cc Lee Compton Yam
BEG Roger Gauvin Suz
Tommy Satchell Yam
Chip Johnson Ind
NOV Donnie Simington Hon
Tim Lacey YZ
Butch Roberts Yam
EX Bobby Jones Hon
Lance Sloane Yam
Bobby Gonzales Hon
VET Dave Turnquist CZ
John L. Wilson Sr. Hon
Ed Scheidler Yam
BEGINNERS
100cc John Swendsen Yam
Tom Harper Suz
Ronnie Mendenhall Yam
125cc Mike McGinnis Hon
Dennis O'Hern Hon
Kristie Hammer Hon
250cc Jim Welch Hon
Don Thomas Hon
John Trier Hon
500cc Jim Siart Bul
Jeff Julander Yam
Robert Gillespie Mai
NOVICE
100cc Bill Murdock Hon
Jim Weeks Hod
John Wilson Jr. Suz
125cc Gary Bogan Hon
Dave Kiel Hon
Mark Aney Bul
250cc Mark Rickey Yam
Craig Osborne Bul
Jere Mason Mai
250cc Mike Fisher CZ
Jay Gardner Bul
Jeff Speght Pen
500cc Cameron Hauser Bul
Keith Petrangelo BSA
Robert Gillespie Mai
INTERMEDIATES
125cc George Viens Hon
Rick Catinus Hon
Ed Stanfield Hon

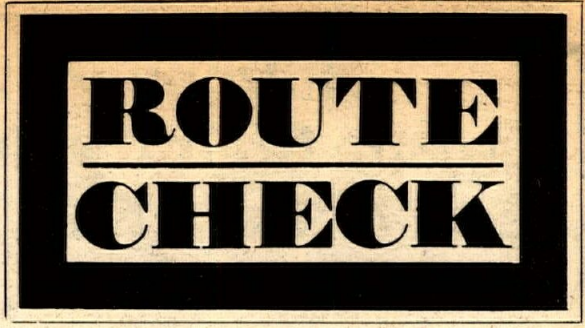
250cc Jon Hagar Bul
John Roberts Bul
Chris Burgeson Yam
500cc Dwight Strayer CZ
Mike Zine Bul
EXPERTS
125cc Ken Zahrt Bul
Jim Tassano Hon
Tommy Luera Hon
250cc Will Harper CZ
Dave Zahrt Bul
Steve Roark Bul
500cc Kirk Payne Mai
Bill Payne Bul
Joe Root Bul
Ron Haase Bul

DRA Hare Scrambles Adelanto, Calif. Jan. 26, 1975
By Dale Brown
OPEN EX
Kevin Hasten CZ
Jim Fishback Yam
Bill Conroy Hus
250 EX Benny Padilla Yam
Dennis Greene Yam
200 EX Monte Lee Yam
OPEN AM
Don Rotundo Hus
Red Sanders Hus
250 AM Dennis Tipton Bul
Ron Dugan Hon
Mark Zoller Yam
200 AM Eric Spaeth Hon
Gary Praster Yam
OPEN NOV
Dale Anders Bul
Dave Wood Yam
Barry Goldstein Yam
250 NOV John Dykstra Yam
Michael Smiley Bul
Scott Rudd Suz
200 NOV Jeff Buckamier Pen
Vern Heith Pen
FIRST GIRL
Louise White Hus
BEG OVERALL
Allen Meek 125 Hon
James Adams 250 Yam
Jeff McIntosh 360 Yam
Danny Jones II 400 Hus
Alan Mitchell 250 Hus
Kelly Templeton 250 CZ
Arb Potter 360 Yam
Gary Ringrose 360 Yam
Ed Waldhein 360 Yam

Fly-N-Raceway MX Thermal, Calif. Jan. 19, 1975
By Mickey McManus
250 EX Marc Jones Kaw
Mark Szymon Suz
MINI BEG Robert Williams Hon
Mike Shacklett Hon
Mike Larsen Hon
MINI NOV Rich Overholtzer Hon
MINI 50cc BEG Charlie Tsyler Hon
100cc BEG Joey McManus Suz
Joanna Amy Yam
100cc NOV Johnny McManus Suz
125cc BEG Ted Anthony Hon
David Bryan Yam
Mike Henry Hon
125cc NOV Mike Taboada Hon
Terry Raymond Hon
250cc BEG Bob Morton Hus
Ted Anthony Gon
Bob Amy Yam
OPEN BEG
Rich Shroyer CZ
Kirk Siqueirus Yam
OPEN NOV
Dan Eugenio Yam
Dave Walton Hus

NMA Motocross Indian Dunes Valencia, Calif. Jan. 19, 1975
By C. Whiting
PEE WEES
BEG D. Allred Ind
C. Hill Ind
R. Moody Ind
NOV K. Kossuth Ind
J. Henry Ind
EX R. Dickinson Ind
M. Koemans Ind
J. Allred Ind
0-83cc STK EX 9-11 R. Smith Jr. Yam
K. Allman Yam
0-83cc STK NOV 9-11 S. Grose Yam
M. Tomaselli Yam
0-83cc STK NOV 9-11 G. Schooley Yam
S. Ryan Hon
JR MINICYCLE STK
J. Allred Ind
JR MINICYCLE MOD 6-8
M. Koemans Hon
R. Dickinson Hon
R. Stiles Hon
T. Tomaselli Hon
JR MINICYCLE MOD 9-11
R. Eversole Ind
0-83cc STK NOV 12&OV A. DeWitt Yam
D. Reed Hon
T. Randal Yam
0-83cc STK NOV 12&OV T. Camarena Hon
P. Mota Hon
G. Doyle Hon
0-83cc STK EX 12&OV M. Marshall Yam
0-83cc MOD EX 9-11 A.J. Whiting Yam
R. Smith Jr. Yam
0-83cc MOD NOV 9-11 R. Eversole Hon
R. Forker Hon
0-83cc MOD NOV 9-11 S. Grose Yam
L. Kossuth Yam
0-83cc MOD EX 12&OV K. Moran Yam
R. Wageman Kam
0-83cc MOD NOV 12&OV J. Lawson Hon
R. Shafer Hon
0-83cc MOD NOV 12&OV G. Torgerson Hon
R. Pearce Kam

MDRA M.O.R.E. Benefit Team Race (Provisional) Lancaster, Calif. Jan. 26, 1975
BEGINNERS
Bob Withrow/ Bob Dodge Hus
Bob Sykes/ Rod Halber Hon/Suz
Claime Hartman/ C.H. Parlee Hus
Gary Givens/ Jan King Hus/Suz
Bart Bainter/Russel Woolmore Pen/Bul
Gary Walker/ Danny Quick Hon
MINI Ron Myhre Hon
EXPERIENCED
Jerry Nielsen/ Gary Battaglia Yam
Wayne Garrett/ David Carson Bul
Tom Howell/Steven Heinze Yam/Pen
THREE WHEELERS
Ron Lamarch/ Steve Hughes Dun
Larry Rea/ Jerry Baker Tri
Bill Vinson/ Craig Walker Tri
Gary Lamb/ Jim Woods Dun
Robert Faris/ Jerry Stotler Tri
Betty Hanks/ Jim Villines Tri



Inglewood To Anywhere
My van or yours — I like long, challenging trail rides and occasional racing — Call Mike — evenings (213) 672-3444. (49/4x)
RIDES GIVEN FROM SAN JOSE AREA to nearby MX races. Must be sociable and willing to pay part of expenses. Greg (408) 298-7113. (49/4x)

Buena Park To Desert Races
Share gas expense to any club races. Mine or your vehicle. Gary (714) 994-1809. (49/2x)

Anaheim To Escape Country or ?
I have a Pursang and need a ride. Will pay 1/2 gas. I am 15. Ask for Jim (714) 636-4711. (44/4x)

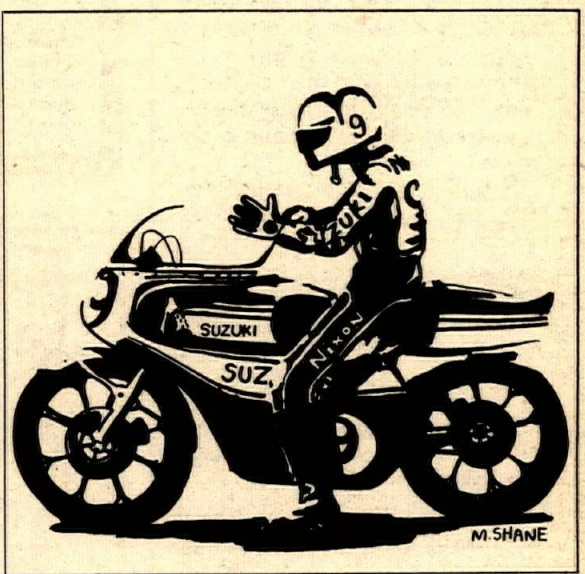
San Diego To MX Races
Have room for 1 or 2 bikes or will share expenses, to almost any motocross race. Mike (714) 222-4710. (39/4x)

Cloverdale to Local MX
Need ride; just starting racing. Will split cost. Will be racing Hodaka 100, age 15 — Ask for Eric (707) 894-5603. (1/4x)

I Have a 250MX and Room on a Trailer
Would like to find someone, mostly during the week, for part-day or multiple day trips to desert, Baja, or local riding. Jim (714) 296-4558. (2/4x)

Bay Area To Florida
Production Racer needs one way ride, early February. Have three rail trailer, one bike and equipment. Will share driving and expenses. Brian at (415) 388-9385. (3/2x)

El Monte to CMC Events
Need ride to all CMC events on Sundays. Will share expenses. I ride a 250 YZ, age 20. Bob (213) 443-7283. (4/4x)



MICHAEL SHANE

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE**. Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

AddressCityStateZip

City to City

Check how long you want your ad to run

☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area CodePhone Number

23

Hilltoppers MC Escape Country Grand Prix Sat. & Sun. Feb. 15 & 16

Saturday
Minis to 250cc
Beg*Nov*Jr*Ex
Limited Entries

Use any
official
entry blank

Sunday
250cc Ex. & Jr.
251cc & up
Beg*Nov*Jr*Ex
Sidehack*Powderpuff*Oldtimers

trophies • prizes • finisher pins • decals • etc.

Be the 1st to ride the 1st new out-of-sight race track.
Excellent racers and spectators course.
5.5 mile course. School Participation Trophy.
Rain or shine. Overnight parking. Mail Entry \$8.25, Post Entry \$12.
Starting Position determined by earliest postmark.

Send entry with 2 self-addressed, stamped, legal size envelopes to:
Hilltoppers M.C., 6340 Indiana, Long Beach, CA 90805

For info call: 213-432-8129

Dirt Diggers M.C. Fourth Annual
Nat'l. AMA Championship



**Red Garter
Enduro
March 23**

125 Miles • 2 loops •
C riders 1 loop • Los Padres
Nat'l. Forest • Enduro street legal •
start decals • finisher pin & garter •
Dist. 37 points & national •
all teams • IRRC • marked from
hwy 166 & 33, near Maricopa •
spark arrestors • private camp & pits

**Southern California's
only forest enduro**

(see Calendar section)
Entries open Feb. 1, close Mar. 9, '75
500 rider limit
\$8.00 entry * \$1.00 per team member

Send 2 S.A.S.E. &
standard entry blank to
D.D.M.C.
4601 W. Imperial
Inglewood, CA 90304

213-673-0306

Remember our motto:
Pines instead of Puckers

*Dirt Digger Grand Prix trophies
available from Skip Kreps,
Bay Area Bultaco, West L.A., CA

DRA Desert Racing Assn.
Beg-Nov-Am-Ex

**Hasten's
Honeymoon**

Hare & Hound

February 2

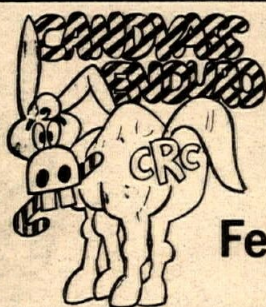
2 separate 30 mile loops

\$300 Purse

\$100 Overall, \$50 2nd, \$25 3rd
\$50 1st Amateur, \$25 1st Novice
\$25 to remaining 2 bike sizes

20% Trophies — Finisher Pins — DRA
Points — Sign Up Sat & Sun a.m. —
Start 9:30 a.m. — Complete four
wheel rider and bike recovery. No
Charge. — Lined 17 miles north of
Adelanto rt. side. S.C.A.T. Radio — 4
wheel Ambulance, Catering, Photos.

714/373-4647



Feb. 9

714-689-6114

When in doubt, gassit!

**ESCAPE COUNTRY
\$1000 PURSE MX FEBRUARY 23**

Lower weekday prices: \$1 per person \$1 per motorcycle

714-586-7964

CRC
**Rawhide Grand Prix
February 2**
714-689-6114

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000



Race Schedule
Feb. 2 — Carlsbad
Feb. 9 — Saddleback
Feb. 16 — Rawhide
Feb. 23 — Saddleback
Info: 714-532-3923

**Every Friday Night
Motocross
O.C.I.R.**



REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. reqd. See indiv. date for details. 805/529-9546.

ADR MX
Arizona Desert Raceway, 9 mi. W of Avondale, AZ on Hwy 80 to Airport Rd. 100% p.b. Ex. plus season point fund. Gate opens 7 am, prac. 8. 9:15 riders meeting. All classes. 602/252-1900.

MOTOCROSS
Escape Country, Trabuco Cyn. CA. San Diego Fwy., Oro exit, E 13 mi. Fwy. 100% p.b. thru Open classes. \$1000 purse. 714/586-7964.

CMC MOTOCROSS
Metro Cycle Park, 38th Ave. & Broadway, Phoenix, AZ. P.O. Box 9628, Phoenix, 85068. Entry \$7. \$10 Pro. Cash to Pros. Race 9:30 am. 602/992-9429.

CMC WINTER SCRAMBLES
Cycle Land Speedway, 14 mi. S of Chico on Hwy. 99E. All classes, minis. Sign up 8 am, prac. 10, race 12. \$2.50 ride or watch. \$2 rider entry fee. 916/342-4979.

MOTOCROSS
Rawhide Park, Elsinore, CA. 714/689-0871.

1st Sunday

FREE SAFETY CHECK
Hacienda Honda 507 N. Azusa Ave. btwn. Pomona & San Bernardino Fwys., La Puente, CA. Free safety insp. 12-3 pm. Also free consumer cycle maintenance class 3-5 pm. 213/968-6461.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave., btwn. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry \$8, \$15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry \$3 non-memb. Gate \$2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

TT SCRAMBLES
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. No. cards req. All classes. Must have sil. & number plts. Ex. p.b. Prac 9 am, race 10. 805/529-9546.

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry \$4. Gate \$2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophies for all hi-desert. 714/246-6109.

1st, 3rd & 5th Sun.

BICYCLE MX
Saddleback Park, Orange, CA. Prac. 12:00, race 1. Entry \$1 memb., \$1.50 non-memb. All new track & super trophies. Saddleback Bicycle Club. 213 / 597 - 0478, 714/639-5832.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. \$4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

4th Sunday

SRAC TT
Lafayette, Colo. 16 mi. N of Denver. Take I-25 N out of Denver to Hwy 7, W 4 mi., gate on L of Hwy. 7. 11 am start. \$5 A riders, \$3 B, Nov., mini, PP. 303/427-2851, 443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

Every Monday

TYPEWRITER RACES
Every Monday at 2499 Cerritos Ave., Long Beach. Four entrants, no spectators. Lack of crowd control leads to intolerable risk of spectator injury. Results announced on Tuesday.

Every Wednesday

R.A.C.E. HALF-MILE
With TT & Short Track alt. wks. Corona Rcw., Corona, CA. Off Hwy 91. All classes, mini-Open. 30% brass. Open 5:30 pm, race 7:30. 714/735-1705.

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry \$2 per bike. Fully prepared track under the lights. 714/559-0580.

Every Thursday

HIGH SCHOOL MX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

Every Friday

R.A.C.E. HSMX
Corona Rcw., Corona, CA off Hwy 91. Only schools invited may enter. \$3 entry. Open 5 pm. Race 7. 714/689-1913.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign up 6:30 pm.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry \$3 memb. Racing on separate course from HSMX course at same time. Watch both for \$2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST Championship Series.
Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit \$3.50. 100% p.b. less 50 cent ins. fee. Spec. \$2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry \$6, all cl., non-memb. \$2 extra. \$3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm, prac. 6-7, race 7:30. Entry \$6 inc. admission. No gate fee for riders. Spec. \$3 adults, \$2 13-16 yrs., \$1 8-12 yrs. Under 8 free. \$3000 rider med. cov. Post entry only. 714/557-3323.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip, 1 1/2 mi. W of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 pm, race 7. 503/654-1369, 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First thru Open classes. Memb. reqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. \$5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. \$6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

S.A.M. HSMX
Corona Raceway, Corona, CA. Pit gate open 8:30 am, prac. 9, race 10. 30% trophies awarded following wk. 714/735-1705.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Two 25 min. Ex. motos. 30 min. prac. Open 7:30 am. Tech. insp. & racing begins 9:30 am. Rolf Tibblin MX Club. 714/724-8091.

PERRIS RACEWAY
Perris, CA. Information for racing and practice. 714/657-3678.

D-36 INDOOR ST Championship Series.
Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry \$5.50. 100% p.b. less 50 cents ins. fee. Spec. \$2.50. Quiet mufflers req.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch \$3/\$1.50. Sil. reqd. Camp free & prac. Sunday \$1.50. Sign 6, race 8. 714/826-2386, 674-5383.

BICYCLE MX
Corona Raceway, Corona, CA. Fwy. 91 to Magnolia or Pierce off ramp.

R.A.C.E. MX
Corona Raceway, Corona, CA. Gate open 8:30 am, prac. 9, race 10. Memb. not req. \$4 memb. \$6 non-memb. \$2 spec. \$8 Ex. 100% p.b. to Ex. 30% trophies all classes. 714/689-1913.

BIGGIES & SCHEDULES

1975 AMA American Indoor Short Track Championship Series
1/25 Indiana St. Frngds. Coliseum
2/10 Omni Stadium Atlanta, GA.

Provisional 1975 AMA Nat'l Enduro Schedule

February 23 Nashville, Tenn. (Little Harpeth)
March 23 Washington Cty., Va. (Lonesome Pine)
Los Padres Nat'l For. Cal. (Red Garter)
April 6 Whittlings, N.J. (Curley Fern)
13 Delta, Ohio (Fallen Timbers)
20 Post, Tex. 125 Mi.
27 Forest Hill, Ca. 100 Mi.
May 4 Shelby, Ind. (Burr Oak)
June 8 Olympia, Wash. (Black Hills)
15 Harrison, Mi. (Porcupine)
22 Backus, Minn. (Foothills Classic)
September 14 Talladega, Al 100 Mi.
21 Lawrence, Kans. 100 Mi.
28 Chatsworth, N.J. 150 Mi.
October 5 Lynville/Warrick City, In. (Black Coal)
19 Pecotonia, Ill. 125 Mi.
26 Apalachicola Nat. For., Fla. 150 Mi.
26 Stonyford, Ca. 100 Mi.
November 2 Fort Hood, Tx. 125 Mi.
9 Barstow, Ca. 125 Mi.
16 Central Village, Ct. 125 Mi.
23 Klamath, Ca. 125 Mi.

U.S. ISDT Qualifiers

March 15-16 Sunland Shamrocks Sunland, Cal.
May 3-4 Motorcyle Activities Clb. McMinnville, Ore.
10-11 Pacific NW Trials Assn. Weston, Ore.
31-J1 Potosi MC Potosi, Mo.

SoCal Custom Motorcycle & Car Shows, 1974-75

2/21-23 Warren Shwgrds. S. Barbara, CA
1975 Cmm'ty Conc'se. San Diego, CA
3/14-16 Sports Arena Los Angeles, CA
4/18-20 Sports Arena Los Angeles, CA
1975

1975 U.S. National Championship Observed Trials Series

May 24 Southern California
May 31 Washington
Jul. 27 Ohio
Aug. 23/24 Colorado
May 26 Northern California
Jul. 26 New York
Aug. 2 Minnesota
Aug. 30 Texas
Sep. 1 Oklahoma

ATA Trials 1975

Feb. 2 Bogwheelers
Feb. 9 S.C.T.A. Nov.&Kids
Feb. 16 S.D.T.R.
Mar. 2 O.C.T.
Mar. 15/16 V.O.T.E. 2-Day
Apr. 6 S.D.T.R. Scottish
Apr. 20 Pionkers
May 4 A.T.A. School
May 17/18 S.C.T.A. 2-Day
Jun. 8 Bogwheelers
Jun. 29 S.C.T.A.
Aug. 24 S.C.T.A. 2-Day
Sep. 14 Bogwheelers
Sep. 28 ATA School
Oct. 5 V.O.T.E.
Oct. 19 Pionkers
Nov. 2 S.D.T.R.
Nov. 9 V.O.T.E.
Nov. 16 O.C.T.
Nov. 30 P.I.T.S.
Dec. 14 A.T.A. El Trial De Espana
*Denotes Non-points Trials

1974-75 Arizona Trials Schedule

2/2 CAT, Phoenix
2/16 CAT, Phoenix
2/23 S.A.T.A, Tucson
3/2 CAT, Phoenix
3/16 CAT, Phoenix
4/6 CAT, Phoenix
4/27 S.A.T.A, Tucson
5/4 CAT, Phoenix
5/25 26 S.A.T.A, Tucson



Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Thursday, Jan. 30

HSMX Indian Dunes Park. International Track. 1 pm. (Cresenta Valley, Glendale, Hoover). 28700 Henry Mayo Dr., Valencia, Ca. 91355. 805/259-8000.

Jan. 31-Feb. 2

HOUSTON MC & ACCES. TRADE SHOW Astrohall, Houston, TX. In conjunction with season-opening Short Track Nationals. Comb. consumer/trade affair. Jan. 1, 4-8 pm., Feb. 1, 2-8 pm, Feb. 2, 1-6 pm. (Public hrs.) \$1.50 admission.

Saturday, Feb. 1

COMBO CROSS BCA Indian Dunes, Valencia, CA. First race 9 am. \$10 entry. Ex. 100% p.b. All others 50% brass. 805/259-8000, 523-7082.

INDOOR SHORT TRACK Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rad., 3 pnts., covered pegs. No knobblies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

Sunday, Feb. 2

D-37 SEMI- PRO TT SCRAMBLES Elsinore Raceway, Elsinore, Ca. Sign up 7 am, prac. 8, race 9. \$200. guaranteed Semi Pro purse. AMA sanc. mini bike class. Sandak racing Assn. 714/870-5220.

GOLD RUSH ENDURO Lined from Y-Cafe in Lucerne, Ca. A,B,C riders. C riders one loop. 85 mi. 1st loop easy & fun. 2nd loop challenging. \$8 mail, \$10 post. \$1 extra per team memb. Drawing Jan. 21, Gardena Recreation Park, 15802 Brighton, Gardena, Ca. 8 pm. 2 sase legal size. Earl Wilson, 1547 W. 219th St., Torrance, Ca. 90501. 213/328-5214.

DRA H&H "HASTENS HONEYMOON" Lined from Adelanto, 17 mi. N on R side of Hwy 395. Approx 60 mi. 2 loops-30 mi. \$300 cash purse, 20% trophies, fin. pnts., DRA points. 714/373-4647.

ROUGH SCRAMBLES Lodi Cycle Bowl, Lodi, CA. Entry \$3, watch \$2.50, \$1.50 for 2nd bike. Inc. amb. & ins. Sign up 8-10 am, prac 10-11, race 12. Lodi MC, 5801 Morse Rd., Lodi, CA. 95240. 209/368-7182.

VRA MOTOCROSS Valley Cycle Park, Moorpark, CA. On the long Pro. course. Jr. brass, Ex. p.b. \$3000 med. No memb. req. Jr. \$7 mail entry, \$10 post. Ex. \$12 mail entry, \$15 post. P.O. Box 757 Moorpark, CA 805/529-9546.

D-35 MOTOCROSS Kings County Fairground, Hanford, CA. Fwy 198 to 10th Ave. S 1/4 mi. Prac. 7:30 am, race 10. \$6 race, \$2 watch. All classes + sweepstakes & Old Timers race. Hanford MC, 710 N. 11th Ave.

Hanford, CA. 209/582-6716.

MOTOCROSS WINTER SERIES II Sears Point Intl. Raceway, Jct. Hwy. 37 & 121, Sonoma Cty. Start 8 am. Nov entry \$8, Ex. \$15, Spec. \$3. No mail entry. \$500 guar. purse Ex. 100% natural terrain. 707/938-4741.

CMC MOTOCROSS Saddleback Park, Orange, CA. Gate open 6:30 am, prac. 7:30, race 9. \$1,500 purse to Pro class. \$300 extra, \$100 to top Pro each class (overall). Entry, \$7 mail, \$10 post. Ex. \$15 mail, \$25 post. 4 ft. high trophies to Jr/Int. \$3000 rider med. ins. P.O. Box 1402, Costa Mesa, CA 92626.

AME MOTOCROSS Spillway Park, Santa Maria, CA. Take Broadway exit off Hwy 101 & go into the river-bed. No pre-entry. Entry \$6 Jr, \$12 Ex. Sign up 6:30 am, prac. 8. 3292 Ferndale, Santa Maria, CA 93454. 805/937-4043, 925-0940.

CMC MOTOCROSS South Bay Speedway, Otay Mesa, Chula Vista, CA. Pit gate open 6:30 am, prac. 7:30, race 9. New 1-mi. course. 10 & 12 lap motos for Ex/Jr/Int. Spec. admis. \$3 adult, \$2 Jr., \$1 kids. 714/420-7414.

AMC MOTOCROSS Rawhide Park, Elsinore, CA. No mail entry. \$12 Pro, \$6 all others. 30% brass. Gate open 7 am, prac. 8, race 9:30. \$2 extra non-memb. \$3000 rider med. cov. 714/532-3923.

SEMI PRO MX Plymouth-Hangtown Track, Hwy. 16 35 mi. to Plymouth, CA from Sacto. Gate open 6:30 am, prac. 8, race 9. Entry, Nov/Int \$6/\$8, Pro \$15. New track layout, hilly nat. terrain. No sand. 30% trop. 120% p.b. to Pros. B.O.S.S./CMC 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

A.T.A. TRIALS Poway, CA. Hwy. 395 to Poway turn off, follow thru Poway then follow signs. All classes. Sign up 8:30, riders meet 9. Entry \$4, A T A memb. B o g w h e e l e r s . 714/463-3187.

BENEFIT MARATHON Fremont Raceway, Troy Durham Benefit series. 2 man, 2 hrs. No lic. req. \$7 ride, \$2 watch. Open 8 am, minis 8:30-9. \$4 ride. 125-9:30; 250-noon; Open 2:30. 30% trophies. 415/327-4461.

MOTOCROSS Yermo, CA. 18 mi. E of Barstow on Las Vegas Fwy. Take Minneola off ramp. Free camping. Riding area for those who don't race. Sign up 8-9 am, prac. 9-10, race 10. Gate \$1.50. Race entry \$5. Lake Delores MC, Box 511. 714/257-3315.

DUAL HARE SCRAMBLES Ponderosa, CA. 15 mi. E of Lancaster on Ave. J. Trophies to 40% of entries each race. 3 eight mi. loops. All classes & beg. Start 10 am and noon. Entry \$6. Greyhounds MC. 213/360-9287, 324-4747.

BCA MOTOCROSS Indian Dunes, Valencia, CA. First race 9 am. Entry \$10 Ex., \$8 Jr., \$5 Old Timers. Ex. 100% p.b. All others 30% brass. 805/259-8000, 523-7082.

D-36 MOTOCROSS Marysville, CA. Under the E Street Bridge. All classes. Ex. only ride for money. \$6 entry, \$15 Ex. No mini bikes. Sign up 7-8:30 am, prac. 8-9, race 9:30. 3 D-36 number pnts. req. Sil. req. 916/742-8281.

D-36 MOTOCROSS Carnegie Cycle Park, off I-580 E of the Bay area btwn. Livermore & Tracy. Sign up 7-8:30 am, prac. 7:30-8:30, race 9. Entry \$6 ride, \$3 2nd bike, \$3 spec. \$1 under 12 yrs. No mini or trail bikes. Rider ins. inc. No PP. Richmond R a m b l e r s M C . 415/235-6506, 447-9027.

CRC GP Rawhide Park, Elsinore, CA. 30% trophies, fin. pnts. Each class goes 2 hrs. Long course inc. Cross country, MX, Mail \$7, post \$9, non-memb. add \$2. \$3 gate fee. Mail to CRC 6625 Dorinda, Riverside, CA 92503. Free camping Sat. nite. Gate open 7 am. No mud. CRC, desert, MX pnts. 714/688-1291, 689-6114.

Wednesday, Feb. 5

LAND USE MEETING Oregon Dunes Nat. Rec. Area Advisory Council meeting. 10 am in Reedsport, Ore. Meeting held in conference room of National Rec. Area headquarters. Meeting open to public. Notify Marne Irwin, 855 Highway Ave., Reedsport, Ore. 97467. 503/271-3611.

Thursday, Feb. 6

NORTHWEST INDOOR CHAMPIONSHIP Memorial Coliseum, Portland, Ore. Sanc. by AMA. Purse over \$3000. Pro riders from Ore. Calif. Wash& Idaho. Box 11143, Portland, Ore. 97211. 503/285-7060.

February 7-8-9

PORTLAND MOTORCYCLE SHOW Memorial Coliseum, Portland, Ore. Everything for the motorcycle enthusiast. Factory commercial booths and local dealer participants. Northwest Indoor Championship races held on Thurs. Feb. 6 in arena of Coliseum. P O Box 11143, Portland, Ore. 97211. 503/285-7060.

Friday, Feb. 7

INDOOR ST Benton Cty. Fairgrounds, Corvallis, OR. 70 mi. S of Portland. (NW riders challenge all comers). Sign up 6 pm, race 8. Entry \$5. \$500 guar. or 30%. This race next nite after Portland Coliseum series, 1/10 mi. dirt. Bring your dirt tires. 503/753-0923, 926-1126.

Saturday, Feb. 8

MOTOCROSS Palm Springs High

School Football Stadium, Palm Springs, CA. Start 10 am. Palm Springs students only. 714/327-9532.

Sunday, Feb. 9

D-36 ROUGH SCRAMBLES Pioneer Arena, Rodeo Grounds, Oakdale, CA. Pioneer Ave. S off Hwy 120 between Escalon & Oakdale. Sign up 7:30-10:30 am, prac 9-11, race noon. Entry \$3.50 inc. ins. \$2.50 watch, 50 cents under 12. Oakdale MC 9600 Pioneer Ave., Oakdale, CA. 95361. 209/869-1457.

CMC TT SCRAMBLES Sand Hill Ranch, CA. Hwy. 580 to Vasco Rd. N on Vasco 17 mi. to Camino Diablo, turn R 1 blk. to track. Gate open 7:30 am, sign up 8-10, race 11. Entry Ex. \$10, others \$5, spec. \$2. CMC lic. req. Ex. p.b. 30% trophies all others. Rt. 2, Box 143 C. Brentwood, CA 94513. 415/634-3328.

DRAG HILL CLIMB De Anza Cycle Park 10 mi. E of Riverside on Hwy 60-take Theodore off ramp. Stock & Mod. classes, sil. req. Sign up 7-9 am. \$3 gate, \$5 entry, \$1 spec. Free camping. 714/653-5840, 653-7979.

CMC MOTOCROSS Dunlap Cycle Park, CA. 38 mi. E of Fresno, Hwy. 180. First race 9 am. Entry \$6 mail, \$8 post. Ex. \$10 mail, \$12 post. Free camping. Dan Green's Cycle Center, 2250 E. McKinley, Fresno, CA 93703. 209/233-1834.

P.I.T.S. TRIALS Dunlap Cycle Park. Take Hwy 180 E of Fresno to Dunlap Rd. Riders meet 10 am. Entry \$4, gate fee \$2.50. 20% trop. Free merchan. drawing. P.I.T.S. 1129 Railroad Ave., Clovis, CA 209/299-2880, 291-6428.

AMC MOTOCROSS Saddleback Park, Orange, CA. No mail entry. \$6/\$12 post, non-memb. \$2 extra. \$3000 rider med. cov. 30% brass same day. 100% Ex. p.b. Open 7:30 am, prac. 8, race 9:30. 714/532-3923.

CRC CANDY ASS ENDURO Stoddard Valley, CA. 8 am start. 20% trophies, fin. pnts. 2 loops approx. 65 mi. PP, mini & C riders under 16 go 1 loop. Mail \$8.50 & 2 sase to CRC 7601 Arlington Ave. Riverside, CA 92503. Memb. \$1 discount. Post entry \$10. Family teams free. 2&3 man teams all \$1 per ride. 714/689-6114.

SRAC MOTOCROSS Coal Crk. Rwy., nr. Lafayette, Co. I-25 N of Denver, W on Hwy 7. "A" riders \$5, rest \$3. Race 9 a m . B R R M C 303/427-2851.

NRA MOTOCROSS Valley Cycle Park, Moorepark, CA. 30% trophies same day. Gate open 7 am, prac. 8-9, race 9:30. Cash to pros. 714/689-6114.

SCTA TRIALS Soledad Sands, Hwy. 14, near Acton, CA. Beg. Nov. only trial. 1st Kids State Championship. 8:30 sign up, 9:30 school. Nov. \$4. Non-ATA \$6. Camping. 714/536-8173.

SEMI PRO MX Summit Cycle Park, Hopland, CA. Hwy. 175 btwn. Hopland & Clear Lake. Gate open 6:30 am, prac. 7:30, race 9. Entry, Nov/Int. \$6/\$8, Pro \$15. New hilly track. 30% trop. 120% p.b. B.O.S.S./CMC, 2438 El Lujo Way, Rancho Cordova, CA 95670. 916/362-2796.

CMC ROAD RACE OCIR, Santa Ana Fwy. to Sand Cyn. exit. Races for all classes. Cafe, GP & Prod. Sign up 7 am, race noon. Entry \$10 mail, \$15 post. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
Jan. 31	Houston Astrodome	TT	\$16,000
Feb. 1	Houston Astrodome	S-T	\$16,000
Mar. 9	Daytona Int. Speedway	RR	\$67,000
Apr. 12	Daytona Beach, Fla.	S-T	\$14,000
May 18	Dallas, Texas	Mile	\$16,000
Jun. 1	Santa Clara Fairgrounds	RR	\$27,000
Jun. 7	San Jose, Calif.	H-M	\$16,000
Jun. 14	Road Atlanta	H-M	\$14,000
Jun. 22	Gainesville, Geor.	H-M	\$16,000
Jul. 12	Louisville Downs	TT	\$15,000
Jul. 26	Delaware St. Fairgrounds	TT	\$14,000
Aug. 3	Harrington, Del.	RR	\$27,000
Aug. 10	Ohio St. Fairgrounds	TT	\$15,000
Aug. 15	Columbus, Ohio	S-T	\$14,000
Aug. 17	Mt. St. Helens MC Grnds.	H-M	\$16,000
Aug. 23	Castle Rock, Wash.	TT	\$14,000
Sep. 7	Ascot Park	RR	\$27,000
Sep. 13	Gardena, Calif.	TT	\$15,000
Sep. 21	Laguna Seca Raceway	S-T	\$14,000
Sep. 27	Peoria MC Grounds	H-M	\$16,000
Oct. 5	Peoria, Ill.	Mile	\$16,000
	Santa Fe Park	H-M	\$14,000
	Vigo Cty. Fairgrounds	TT	\$15,000
	Terre Haute, Ind.	Mile	\$16,000
	Indiana St. Fairgrounds	H-M	\$14,000
	Indianapolis, Ind.	Mile	\$16,000
	New York Fairgrounds	H-M	\$14,000
	Syracuse, New York	Mile	\$16,000
	Toledo Raceway	H-M	\$14,000
	Toledo, Ohio	Mile	\$16,000
	Santa Clara Fairgrounds	H-M	\$14,000
	San Jose, Calif.	RR	\$40,000
	Ascot Park		
	Gardena, Calif.		
	Ontario Motor Speedway		
	Ontario, Calif.		

next week
Action
in the Astrodome
Houston
AMA Nationals
& Speedway race

Sled Riders M.C. presents 2nd Annual
**Larry Pfitzenreuter District 37
Hare & Hound February 9**

a District First
\$400 cash to be paid to Experts only
4 ft. perpetual trophy to overall winner. Trophies to all classes. 1st overall — \$100.
1st open — \$50. 1st lightweight Div. 1 — \$50. 1st lightweight Div. 2 — \$50. 1st Trail
— \$50. 2nd open — \$25. 2nd lightweight Div. 1 — \$25. 2nd lightweight Div. 2 — \$25.
2nd Trail — \$25. Entry \$7 'gets it all.' Soggy Dry Lake — limed from Lucerne. 10 AM
start. Trail bikes all the way. 3 loops — approx. 120 miles. Rescue 3.
For info call: 714-533-7780 or 714-528-1226.

Northwest Indoor Championship Motorcycle Race
Indoor Short Track Race
Thursday, February 6 — Memorial Coliseum, Portland, Oregon
over \$3000 guaranteed purse
Practice 2 pm Time trials 6:30 pm Race 8 pm
Stay for the 4th annual Motorcycle Show Feb. 7, 8, & 9
for info: 503-285-7060

FREE CALENDAR LISTING

All events must be received by
noon Thursday to appear in the
upcoming week's Cycle News. No
listings can be accepted by phone.
Fill out blank at right and mail to:
Cycle News CALENDAR, P.O.
Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know
of your coming events is to publish a listing in the
Cycle News Calendar. Wouldn't it be just peachy to
have a team from New Zealand show up at your next

Poker Run? And the best thing of all is it's FREE,
FREE, FREE. Just fill in this handy coupon (natch)
and mail it. Our crack calendar editor will do the rest.
Then stand back and watch the crowd.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

CALENDAR

D-37
HARE & HOUND
Soggy Dry Lake, limed
from Lucerne, CA. Three
loops, 120 mi. \$400 cash
to Ex. 10 am start. \$7
entry. Sled Riders MC.
714/533-7780, 528-1226.

MOTOCROSS
Santa Barbara Starters.
Take 101 N to Los Caneros
off ramp. Track is located
at W end of airport. All
classes. Open 7:30 am, race
9. \$5 entry, \$2 gate.
805/967-5313.

CRC MOTOCROSS
De Anza Cycle Park.
30% trophies same day.
Cash to Pros. Gate open 7
am, prac. 8-9, race 9:30.
213/870-7519.

Tuesday, Feb. 11

LAND USE MEETING
California Advisory
Committee to U.S. Forest
Service. Rm. 539, 630
Sansome St., San
Francisco, CA. Public
participation welcome, oral
or written statements can
be made by advance
arrangement, call
415/556-4310.

Wednesday, Feb. 12

PUBLIC LAND
USE MEETING
Schnell School,
Porterville, CA. 7:30 pm.
Agenda-ORV planning for
Eldorado Nat'l Forest.
Public welcome. Bikers, BE
THERE!

February 15-16

ECRA GRAND PRIX
Escape Country,
Trabuco Cyn, CA. San
Diego Fwy to El Toro Rd.
N past O'Neill Park to
Escape Country. \$8.25
mail entry, \$12 post. Start
9 am both days. Postmark
determines starting
position. Mail entries close
Feb. 5. Hilltoppers MC
6340 Indiana Ave. Long
Beach, CA 90805.
213/432-8129.

S.A.M. HSMX
Carlsbad Raceway,
Carlsbad, CA. Entry \$10
(takes care of both days).
Pit gate open 8 am, prac.
8:30, race 9:30. 30%
trophies awarded following
wk. 714/744-2161.

Saturday, Feb. 15

INDOOR
SHORT TRACK
Benton Cnty. Fgds.,
Corvallis, OR. Classes to
360cc & minis. Sil. rdd. 3
plts., covered pegs. No
knobbies. Sign 6:30 p.m.,
race 8. 503/753-0923 or
926-1126.

MARATHON
Stockton Fairgrounds.
Main parking lot, corner of
Charter Way & Airport
Way, Stockton, CA. Start
10 am. Entry \$8. 2 man, 1
bike, 4 hr. marathon. You
bought it you ride it. One
class only. Gate open 9 am.
Adm. \$2. Stockton
Scramblers. 209/463-2338.

Sunday, Feb. 16

SOBOBA 5th
ANNUAL GP
Soboba MC Inc. P O
Box 163, San Jacinto, CA
92383. Entry \$15. Post
entry if avail. \$35. Only
official Soboba MC entry
blank accepted. Limit 400
riders. Entries accep. Dec
5-Jan 20. 714/925-2607.

MOTORCYCLE
SWAP MEET
Rose Bowl, Pasadena,
CA. Anyone can be a
seller! Clean out your spare
parts & make extra cash.
24 hr. info. 213/588-7310.

D-36 SAWMILL ENDURO
Championship Event.
Upper Lake, CA. C.C.
Camp. Lic. plate or Off
Rd. Sticker req. Spk. arres.
req. No Powder Puff!
Entry \$8, 3-man team \$3.
Enclose 3 sase. Entries
close midnight Feb. 9.
Public drawing Jan. 12 1
pm. NBMC Club House,
2246 Woolsey Rd. Fulton,
CA. Mail entries to North
Bay MC 415 Davis St.
Santa Rosa, CA. 95401.
707/823-4993, 838-2731,
795-0313.

CRC MOTOCROSS
Indian Dunes, Valencia,
CA. International track.
30% trophies same day.
Cash to pros. Gate open 7
am, prac. 8-9, race 9:30.
213/830-7519.

SRA CALICO
ENDURO
Limed from central
Barstow. 65 mi., 2 loops,
all classes. "C", girls &

minis go 1 lap. Decals,
goodies, pins & 20% brass.
213/320-1015.

DRA HARE
SCRAMBLES
Fremont Peak,
Cuddyback area. Limed
from 4/Corners, Hwy. 395
R side. 2x30 mi. \$300
purse, \$100 to Overall.
20% trophies, fin. pins. All
classes. DRA pts.
714/373-4647.

ITA TRIALS &
TRIALS SCHOOL
Saddleback Park,
Orange, CA. Sign up 9 am,
school 10, competition 12.
You may sign up at 11:30
& ride Trials only. \$5 for
club memb. \$7 non-memb.
Free schools for memb. \$2
non-memb. P O Box 2155,
Orange, CA. 92669.

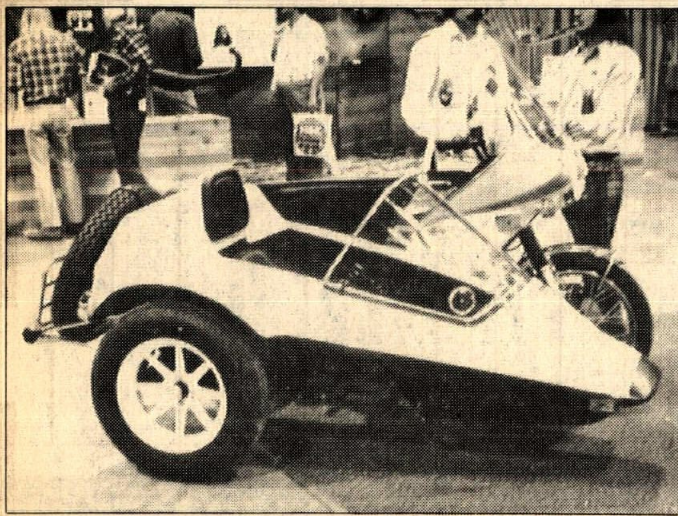
SEMI PRO MX
Helvetia Park, West
Sacramento, CA. Harbor
turn off, off Hwy. 80, 7
mi. along river. Gate open
6:30 am, race 9. Entry,
Nov/Int \$6/\$8, Pro \$15.
30% trop. 120% p.b.
B.O.S.S./CMC. 2438 El
Lujio Wy. Rancho
Cordova, CA 95670.
916/362-2796.

ATA TRIAL
Rancho Bernardo, CA.
From Escondido, CA go S
on Hwy 395 to Rancho
Bernardo Dr. go E on
Rancho Bernardo to
Pomerado Rd. L on
Pomerado and follow signs
to winery. Sign up 8 am,
riders meet 10. \$5 entry.
San Diego Trials Riders.
714/747-5441, 448-1661.

MOTOCROSS
Edwards AFB, CA.
Antelope Valley Fwy. to
Rosamond. Rosamond
Blvd., to Edwards Corner,
Forbes & Lancaster Ave.
Sign up 8-9 am, race 10.
Entry \$5. Same day brass.
No Pro class. Desert Wheels
MC, PO Box 37, Edwards
AFB, CA. 93523.
805/258-4250.

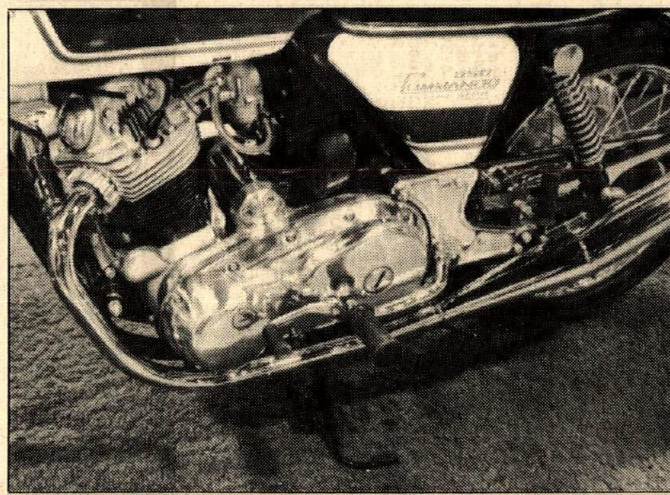
CMC MOTOCROSS
South Bay Park
Speedway, Otay Mesa,
Chula Vista, CA. Pit gate
open 7 am, race 9-4:30.
New 1 mi. MX course. 10
& 12 lap motos. Spect.
adm. \$3 adult, \$2 Jr., \$1
kids. 714/420-7414.

D-37 HARE
SCRAMBLES
29 Palms, CA. Marked
from 29 Palms on Hwy. 62
approx. 40 mi. 10 am start.
\$6 entry. Fantastic new
race area. Desert MC. 5192
Princeton, Westminster,
CA. 213/355-6078.



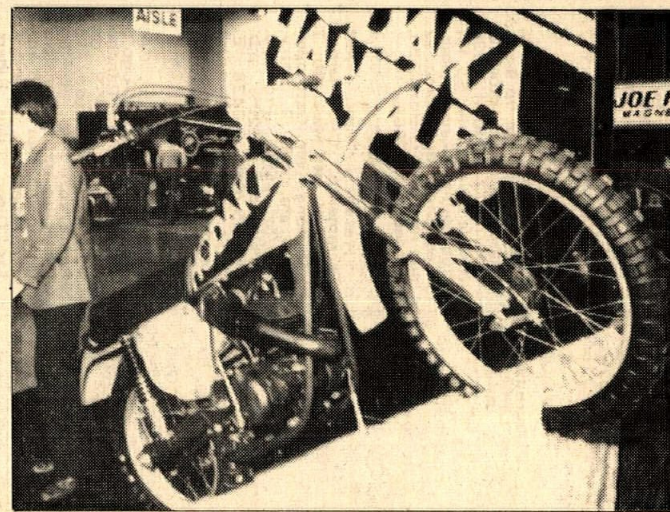
High-technology tour-de-force:

This Terraplane sidecar from Vetter features a "tetrahedron" space frame, an auxiliary fuel tank with electric transfer pump, a trim-change twistgrip that alters its tracking geometry on the road, and three 30-pound bags of sand optional for learners. What more could you want for around \$1,000?



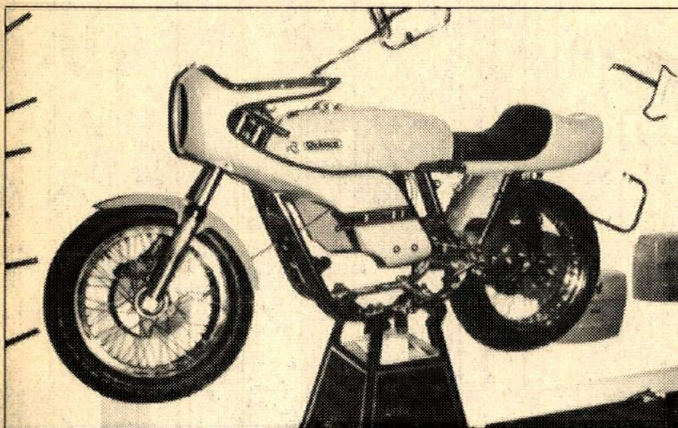
They said it couldn't be done:

Yes, that's an electric-start Norton 850, but they had to go international to do it. A Japanese Yuasa battery pumps juice to an American Presto-lite starter motor. Forever faithful, the electric start Triumph 750 does with Lucas electrics. Five-speed gearboxes on both and hydraulic disc brakes front and rear. Price: Norton \$2895, T160 \$2870.



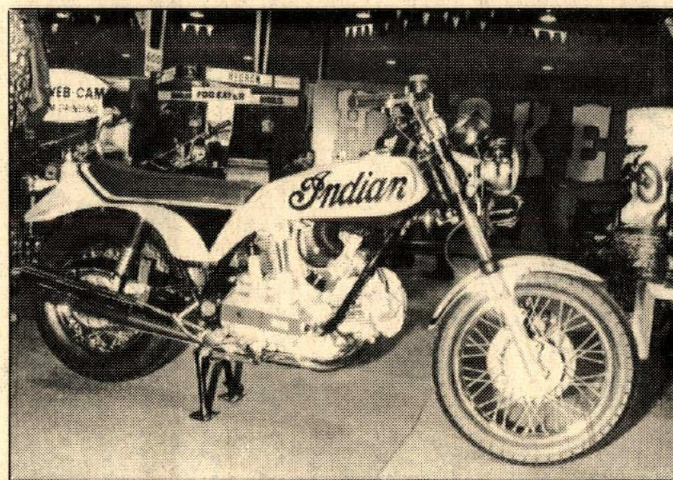
Trick display:

The new 250 Hodaka "Thunderdog" was a blue-and-orange knockout. At first it will come in enduro trim only. The display prototype had moved-up shocks with finned alloy bodies. No specs available yet.



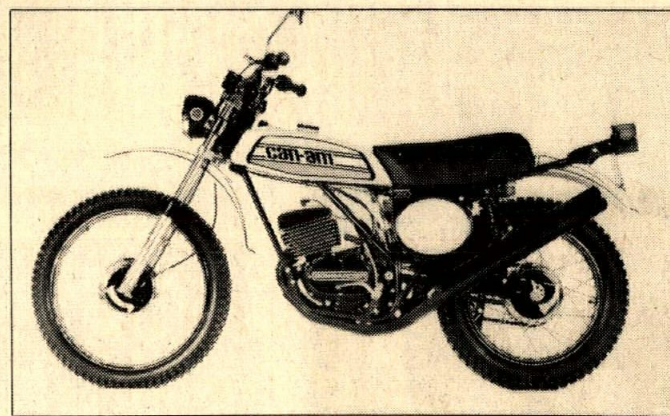
Cafe stuff was everywhere:

Like this complete Rickman rolling chassis kit for the Kawasaki 900. All the Rickman goodies will be distributed nationwide by Vetter this year. Also seen but no space to show — a Dimension Four engineered chassis for the Honda 750 which Cliff Carr will ride at English club meets, a cafe/touring fairing with square headlight and flush turn signals from Read-Titan, Laverda's SFC twin, the Racecrafters beauty featured on a Cycle News poster and more, more, more.



Mystery machine:

This Ducati in Indian clothing was labeled "Indian 1000" with a decal, but no one at the Indian display knew its true size. Biggest mystery — how Indian is going to import them in quantity when you can't get enough civilian Ducatis now?



Can-Am's newest:

Companion to the MX-2 'crosser, the 250cc T n' T Enduro has moved-up shocks, carries injector oil in frame, with enough street-legal type equipment to pass most anywhere.

Trends

Motocross bicycles everywhere, including monocoque framed monoshockers. Impetus to do away with the thirsty van — motorcycle trailers like the "Whaler" that pulls behind your street bike, carries your dirt bike and sleeps two (more, if they're in love). More "ride it to the dirt" dual-purpose machinery like Laverda's new Six Days, the Can-Am, plus motocrossers with lights from Husqvarna, Maico, Montesa, Honda and (maybe) Ossa. Look, too, for renewed interest in the 175 class, with

Husqvarna's new radial-head 175 six-speed, and Honda's Elsinore-technology MR-175 soon to be released. More big tourers like Ducati's 860 and Moto-Guzzi's 1000cc automatic, soon to come. And, as always, new entries to the market from unexpected quarters, like 250 and 450 motocrossers from Moto Villa and a new Villa-derived 250 from Carabela. Did we miss anything? Oh yeah, Yamaha's 125cc YZ monoshock with six cogs, and "Hofbrau" that tasted suspiciously like Oly. Later.

Message from the Industry:

Anaheim Motorcycle & Accessory Trade Show
Fight recession, save gas, & try to have fun.

WANT AD BLANK

2 Maico tanks, 2 1/4 gal., \$20.00 & \$15.00. 1, 1973 style air box, perfect, \$15.00. (213) 457-2483. (4)



Russ Darnell Likes

his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (3/4x)

We Buy Any Basket Case Bike

Any make, any model, any year. Also sell new and used parts, buy and sell used bikes, street and dirt. (714) 995-1029 or (714) 995-0081. (2/4x)

TM400 SUZUKI, DESERT SETUP, up pipe, Curnutts, tank, etc. \$525. (213) 770-8175. (4)

Boogie — Woogie On My TM

TM 125 Suzuki. Expert frame modification, fork kit, Penton seat, Maico tank, 28 Mikuni, super fast! Injury forces sale, \$470.00 or best. (213) 457-3058. (4)

1973 HODAKA WOMBAT. Excellent condition, completely stock, \$350.00. (213) 285-7238. (4/3x)

ENDURO RIDERS — 1972 BULTACO 360cc MONTADERO — Many sweepstakes wins, including '72 Horn. District 37—No. 1 — street legal — good shape, \$450.00. Bob Steffan (213) 352-6376. (4)

'73 TM 250 Suzuki Sacrifice

For \$450.00, excellent condition. (714) 839-9944. (4)

Trick '74 Yamaha 80 MX

Ported, trick 80cc piston, 26 Mikuni carb., down pipe, Uni air filter, Boge Muliholand shock, clean, reliable. \$400.00 or best offer. (213) 924-1760. (4)

Works GP Husky

1973 works GP Husky, 206 lbs., 46 HP, 450cc, Profab frame, Konis, Cerianis, Twin Air, titanium axles, Mikuni, trick porting, aluminum tank, fresh top end. Call after 6 p.m. (714) 683-2242. (4)

'73 SUZUKI T.M.-400. FILTRON, Soundmaster. Just sitting in garage, excellent condition, \$500.00. (213) 773-1436. (4/2x)

'73 1/2 Husqvarna 6-Speed

250 WR like new, \$895.00. '74-7/8, 125 CR Husky barrel, \$50.00. Dawn Grant, 24435 Chamalea, Mission Viego, California 92675. (4)

Modified GT 550 Suzuki, Fast

'73 ported, velocity stacks, new paint job, black and gold. New seat, \$1,150.00 or best offer. (213) 427-7052. (4/2x)

Flat Track Kawasaki

0 miles on rebuild, trick rod, 250 and 350 top ends, Barnes wheels and disc, Ceriani, Konis, perfect condition. Must sell, \$825.00. (408) 449-2832. (4)

1974 17' Smuggler Trailer

Like new, carries 4 cycles, sleeps 6, self contained. Must sell, \$2550.00. Call after 6:00 p.m. or weekends. (714) 993-6726. (4)

'74 HONDA CB 360, EXCELLENT condition, \$1200.00, extras. (714) 430-4319. (4)

New CZ 400s In Crate, \$795

Factory is running out of these special priced CZs. New CZs will be trick but twice the price — Act now. Only 20 left. We will ship anywhere. (209) 582-9200. (4/2x)

Bike Trailer

American 4 rail, new tires, '75 tags. \$150.00 firm. (213) 644-7219. (4)

'75, 250 Yamaha Monoshock

One ride — must sell due to injury. Excellent condition! \$1450.00. (213) 861-5010. (4)

Ossa Stiletto

Excellent condition, new engine, never raced, many extras, \$450.00. (213) 923-2675. (4)

'74 DT 175 YAMAHA, D.I.D.s, "Trick-it," knobbies, 21" F, more. Immaculate! \$749.00. (213) 255-5815. (4)

CHENEY FRAMED YAMAHA 360 — lights, fast, handles — sell for \$900.00 or trade for Jawa Speedway bike or ??? Call days (213) 399-4647. (4)

1973 Yamaha 250 MX

Koni, two pipes and tanks, Flywheel, new top end, Andre, Uni, Twin Air, Diamond, Cheng Shins, Trick-it, Webco fork springs, Petty I.B. mudder, well maintained and fast. Have all stock parts and receipts, \$675.00. Glenn (213) 886-5180. (4)

Triumph Trackmaster \$1000.00

Phone Tom Mohr (213) 321-8531, 9-5, (714) 830-9843 after 7 p.m. (4/2x)

750 Kawasaki Cafe Racer

Modified frame, chambers, K-81s, Lo bars, super-chain, quartz lights, etc. Nu paint, super fast, showroom clean, \$1195.00. Tom Prouty (213) 377-2672. (4)

Super 250 Montesa VR

Very special, for the serious motocrosser, \$795.00. (714) 498-0315. (3/2x)

FREE, DYNO CHECK on your Honda desert racer, motocrosser, scrambler, or cafe-racer. If you can find us in the hidden city of Duarte. Competition card and appointment required. McLaughlin Motors, the full service Honda dealer. (3/4x)

1973 CHEVY SPORTVAN for sale, \$3,500.00. Air, auto, radio & heater, panelled, speakers, carpets, mag wheels, xint. cond. No trades. See at Cycle News, 9-5 weekdays (213) 427-7433. (3/TFN)

"THE DINOSAUR'S will rise again" D.D.M.C. (4)

1973 YAMAHA SC500, CLEAN, reliable and powerful, \$666.00. (213) 973-2045 or (213) 973-0436. (4/2x)

Yamaha '73, 250 MX

Excellent shape, new 460x18, 350x21 Cheng Shins. Motor & trans almost new, ported, polished, \$685.00. Moving, must sell. Call Dave 9-5 (714) 549-2662. (4/2x)

'72 HUSKY 450 WR, Mikuni, \$600.00. '74 BSA, \$570.00. (805) 687-9773. (4)

'72 Bultaco 175

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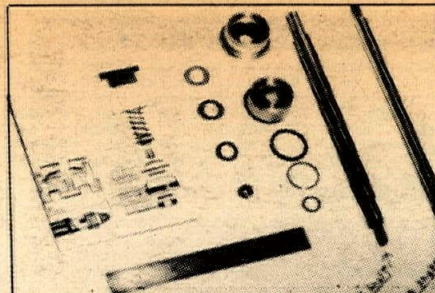
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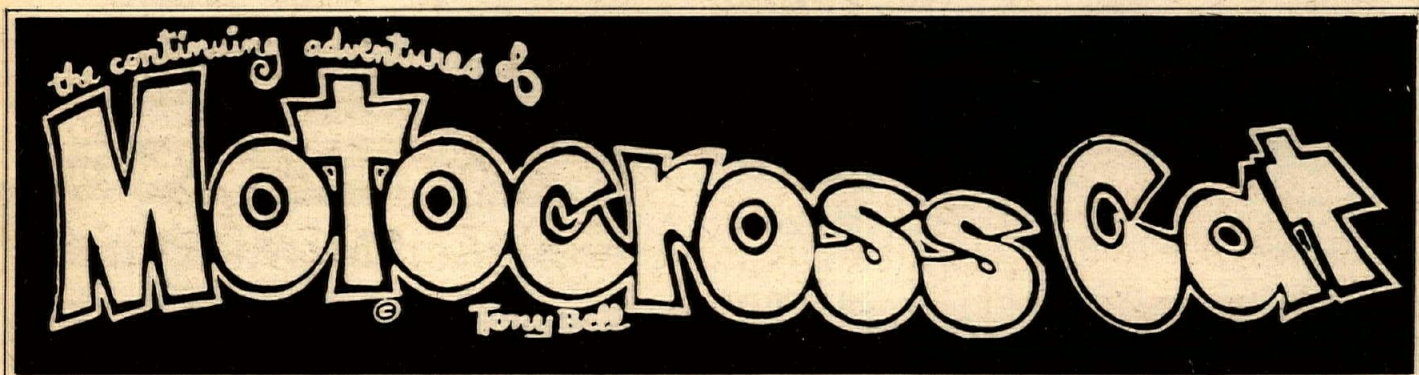
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Suzuki West — Authorized dealer for Suzuki and BMW. 8941 E. Valley Blvd., Rosemead, CA 91770. 213/285-1251. Sales, service, parts, & accessories. Mail order available. Hours 9 to 6 Mon.-Sat.

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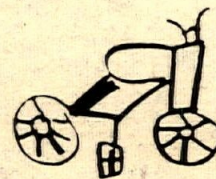
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Gaylon Mosier checks out new Maico fork kit

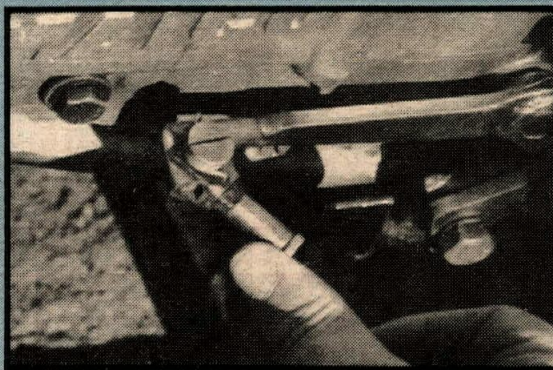
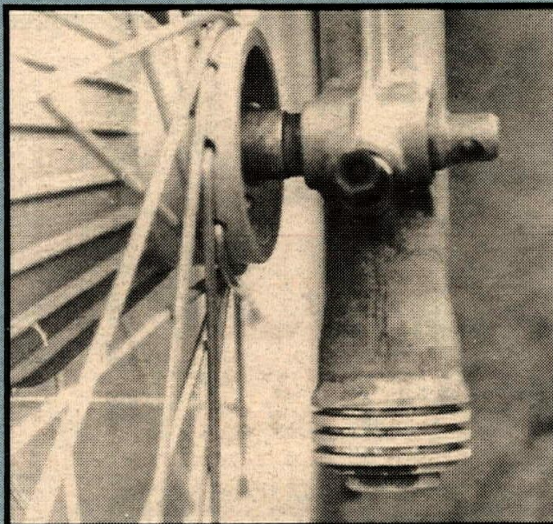


Above: So this is how Dirt Bike does it! He didn't fall off.

Top center: Finning is largely cosmetic on the welded extender caps. The caps add some 70cc to fork leg oil capacity, and act as an extra heat sink in addition to increasing travel.

At right: Neat trick on Gaylon's bike for surviving handlebar-draggers, this spring-loaded shifter end prevents popping out of gear when things drag the ground.

Far right: Gaylon: "I never bottomed them all the way." He sure tried.



PHOTOS BY LANE CAMPBELL

By Lane Campbell

It had to come. With rear suspension travel approaching eight inches at the axle, somebody had to figure out how to extend the travel of the already-legendary Maico forks in order to cope. In this case, the "somebody" is machinist Bob Ottow, doing business as "Ottow's Dirt Bike Werks."

Bob makes a concentric-finned plug which is welded to the bottom of the fork slider and then machined so that the fork leg can drop down into it under full compression. The kit includes new fork springs, as the stock springs would coil-bind with the increased travel. Shut height is four-and-a-half inches on the stock springs, three-and-a-half on the kit springs.

The Ottow kit adds about one-and-a-half inches to

fork travel, bringing the Maico's total travel to about eight-and-a-half inches. Greg Smith (WheelSmith Engineering) has been doing the on-track development of the kit, working with Bob Ottow and WheelSmith rider Gaylon Mosier.

These pictures were taken at a test session set up to finalize the choice of a fork spring rate to market with the kit. According to Greg: "We're checking out 26, 28, and 30 pound springs. Stock is 27 pounds, but most racers have been using 30 pound S&Ws. We hope with the extra travel to go back to a softer rate."

On the track, Gaylon appeared to be doing his best to throw the motorcycle away, with deliberate front wheelstands and near-horizontal berm shots (now we

know how "Dirt Bike" gets their pix). Back in the pits, his comments were understandably brief: "Works bitchin'!" Pressed for further comment, the 150-pound Mosier allowed as how the 26 pound springs were a bit soft for most riders, and Greg Smith agreed; the 28 pounders would probably be the choice for the kit.

WheelSmith will distribute the finalized kit for \$40 over the counter or \$65 installed. Greg recommends bringing your front end to him or Bob for installation, as the welding and machining are critical.

After completing tests on the Maico unit, Ottow expects to tackle the Elsinore next, and after that, whatever bike needs it the most.

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